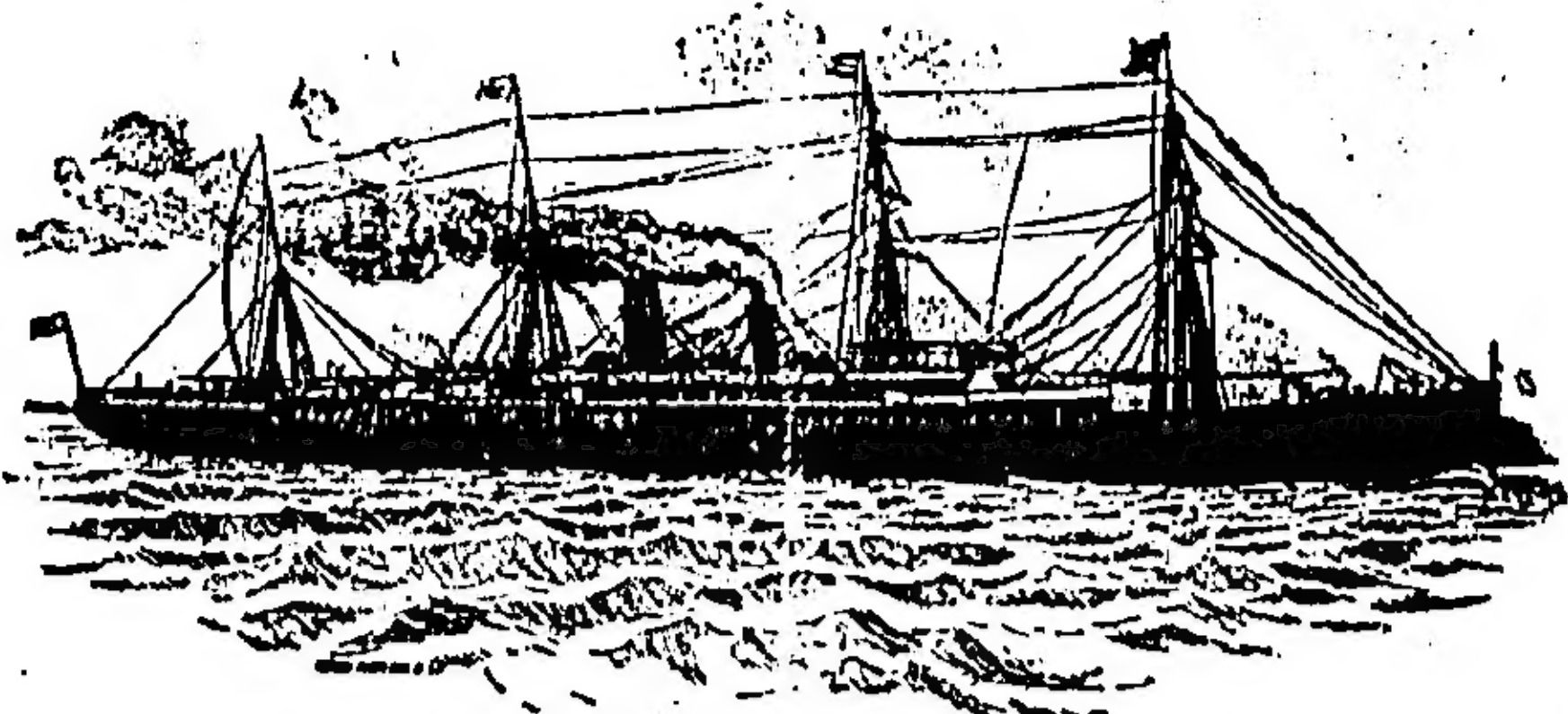


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"KOREA"	11,276 Gross Tons	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"OHINA"	5,060 "	TUESDAY, 28th June, at Noon.
"DORIO"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352 "	TUESDAY, 2nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th May, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

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TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

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The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

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SAFETY. SPEED. PUNCTUALITY.

SAVING 10 TO 15 DAYS ACROSS THE PACIFIC.

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"ATHENIAN" 2,440 " WEDNESDAY, 17th July.

"EMPRESS OF CHINA" 6,000 " WEDNESDAY, 2nd August.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

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THE magnificent Twin-screw "EMPRESS" Steamships pass through the INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

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D. W. CRADDOCK, Acting General Agent, 9, Pedler's Street.

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OSTASIATISCHER FRACHTDAMPFER DIENST.

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SUBJECT TO ALTERATION.

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STRASSBURG	HAVRE and HAMBURG.	31st May. Freight and Passengers.
Maden	(Calling at SINGAPORE and COLOMBO.)	
SEGOVIA	HAVRE and HAMBURG.	14th June. Freight.
Förck	(Calling at SINGAPORE and PENANG.)	
NURNBERG	HAVRE and HAMBURG.	28th June. Freight.
Jaburg	(Calling at SINGAPORE and COLOMBO.)	

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Hongkong, 13th May, 1904.

TSU FAN

DENTIST.

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Hongkong, 8th January, 1904.

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DENTISTRY.

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From the University of Pennsylvania, U.S.A.

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WEST RIVER STEAMERS.

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COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
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Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

"NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

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HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half of June	SHANGHAI & JAPAN	First half of June
TJILATJAP	JAPAN	First half of June	SPORE & JAVA PORTS	First half of June
TJIMAH	JAVA PORTS	Second half of May	SHANGHAI & JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 10th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vœux Road.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

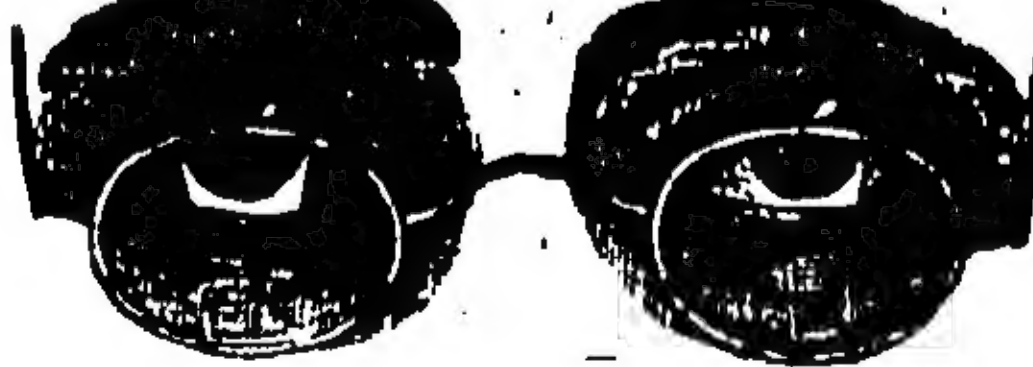
ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



Mr. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL

Hongkong, 6th November, 1901.

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DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

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Watson's Building.

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A FIRST CLASS PILSENER BEER

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Special Prices for Quantities.

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SIEMSEN & CO.

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THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

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Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter

NO CHARGE FOR INITIAL

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N.B.—A Special Charge is made for Lines

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DESK TELEPHONES

For a small additional annual charge Desk

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BATTERIES,

CHEMICALS,

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TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

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Hongkong, 12th April, 1904.

BUSINESS TRAINING COLLEGE.

"ELEMENTARY" SHORTHAND to

120 words a minute, completion to

corresponding speed; \$50, or by instalments

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"ADVANCED" LESSONS to completion

of verbatim speed, \$100, or by instalments of

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FOREIGN LANGUAGES TAUGHT.

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MANIFOLDING, DUPLICATING, and

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public.

MACHINES (all good makes) for sale.

EVENING CLASSES IN SHORTHAND,

Typing, English, etc., Hours, 5 to 9 o'clock.

\$2 per lesson.

PUPILS attended at their own homes, or

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CIRCULARS post free.

WARWICK PEELE, Principal.

Hongkong (near G. P. O.)

Canton, 144 Shameen.

Hongkong, 3rd May, 1904.

[584]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 1903.

D

CAFE RESTAURANT WEISMANN.

HAVING OPENED HIS NEW

PREMISES,

No. 34, QUEEN'S ROAD CENTRAL,

(opposite Post Office),

Intimations.

THE ROBINSON PIANO Co., LTD.,

INVITE INSPECTION OF SOME SPECIALLY FINE SAMPLES OF UPRIGHT PIANOS

RACHALS, STUART, &c., &c., &c., — AND —

BABY-GRANDS, BY WINKELMANN, (Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [59]

ESPECIAL OLD TOM GIN. Marshall and Elvy's

Satinette

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM— THE MUTUAL STORES, Des Voeux Road. Hongkong, 11th May, 1904. [608]

SEE THAT YOU GET GOOD BREAD ON YOUR TABLE.

MR. H. RUTTONJEE is prepared to DELIVER BREAD IN HONGKONG AND KOWLOON. The Sanitary arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

THE BEST FLOUR IS USED. BROWN BREAD made from the well-known Graham flour. A speciality.

Special rates to Hotels, Messes, Clubs, Boarding Houses, and large consumers.

H. RUTTONJEE, No. 5, D'Aguiar Street, or 36 to 38, Elgin Road, Kowloon. Hongkong, 10th May, 1904. [72]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1]

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I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICES in the Colony or in any part of the Far East.

GROUPS and VIEWS especially. Hongkong, 11th September, 1904. [15]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY,

the 19th May, 1904, at 10.30 A.M., at Messrs. DODWELL & Co., Ltd. Godowns, Wanchai.

A GREAT ASSORTMENT OF STORES, Comprising:—

PAINTS, ROPE, PACKING, ENGINE and DECK STORES, STERILISED BEDS and FITTINGS, COPPER, IRON, ELECTRIC LAMPS and GLOBES, LIFE RAFTS, BOAT COMPASS, LIFE BELTS, 120 SOUNDING MACHINE TUBES (Sir Wm. THOMSON'S Patent), &c., &c., &c.; ALSO

A Great Quantity of CROCKERY, GLASS and ELECTRO-PLATED WARE. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 14th May, 1904. [617]

Notice of Firm.

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

FROM this date and during my absence from Hongkong, Mr. D. W. CRADDOCK will be in charge of this Company's business.

D. E. BROWN, General Agent.

Hongkong, 11th May, 1904. [609]

To Let.

TO BE LET.

NO. 2, CONDUIT ROAD. 5 Rooms, entrance from Conduit Road and Robinson Road. Rent \$130 a month, inclusive of Taxes.

AND NO. 2, LEIGHTON HILL ROAD. 4 Large Rooms, all facing the Road, 15 minutes' drive from Clock Tower. Furnished, if required. Very low Rental. Healthy locality.

Apply to— AHMET RUMJAHN, 62, Queen's Road.

Hongkong, 13th May, 1904. [612]

TO LET.

FIRST-CLASS FURNISHED ROOMS, with or without Board, close to Post Office and Banks.

Apply to— N. N., No. 98, this Office.

Hongkong, 9th May, 1904. [599]

TO LET.

NO. 1, RIFON TERRACE in FLATS. No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near RIVER PIER).

GODOWNS: PRAYA EAST.

"ROSENEATH," KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 6th April, 1904. [461]

TO LET.

A HOUSE in KNUITSFORD TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th April, 1904. [554]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [456]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH, Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904. [40]

TO LET.

IMMEDIATE POSSESSION. FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to— JEBSEN & Co.

Hongkong, 27th April, 1904. [559]

TO LET.

NO. 6, HARROW TERRACE, KOWLOON. Available 1st March.

Apply to— THE SAM WANG CO., LD.

Hongkong, 6th February, 1904. [518]

WEI-HAI-WEI.

TO THE EDITOR OF "THE TIMES."

Sir,—As both my opinion and that of my respected chief, Sir Edward Seymour, on the subject of Wei-hai-wei have been publicly quoted in the House of Lords, there can be no impropriety in reminding your readers of what those opinions were three years ago, and what (so far as I know) they still are. For, although I have no authority to express Sir Edward Seymour's present views, I have not the least fear of misrepresenting him. Sir Edward Seymour is at present serving on full pay, and is therefore not permitted to publish his opinions, but as I am not under that restriction I have no hesitation in saying that our opinion—formed on the spot—was adverse to holding Wei-hai-wei in an absolutely unfortified condition. We thought that the decision to keep the British flag flying on the island, even if we only called it a sanatorium and a watering-place, but with a certain amount of coal, oilier stores, hospital, playgrounds, &c., within 90 miles of Port Arthur, without a single gun mounted to protect the place even against a cruiser raid, was to create a strategically false position, as the admiral in command of the station would either have to haul down the flag, destroy the stores, and embark the sick, and cut and run, on the first threat of war, or else he would have to tie his squadron to the place to protect it. And even when we were told by our official naval strategists that the situation was in accordance with the "higher policy of defence," we remained unconvinced. I am still unconvinced. I do not know about Sir Edward.

I am glad to see, in *The Times* of to-day, that Sir Edmund Fremantle, who was for three years Commander-in-Chief on the China Station, agrees that our policy with regard to Wei-hai-wei "has been casual in the extreme"; and your Special Correspondent now on the spot seems to be very much of the same opinion.

Sir Spencer Walpole quotes Sir James Hope's opinion on the worthlessness of Chifu and Wei-hai-wei. Chifu is out of the question, as it is now a treaty port. Since Sir James Hope visited Wei-hai-wei 44 years ago the conditions have so changed as to render his opinion at that time irrelevant to the present. The harbour has been deepened, and the water question has been solved. Your Special Correspondent is right in saying that in Wei-hai-wei we possess the finest harbour in the Yellow Sea, for that is so, not only actually, but still more so potentially; for if you want to make an extra berth for a battleship at Wei-hai-wei you have to dredge out about 30 ft. of mud over a given area, and if you want to increase the accommodation of Port Arthur to the same extent you must dig out 30 ft. of the same material, or anything else there may be underneath it, as the available sea is mostly dry at low water. Any comparison between Wei-hai-wei and Port Arthur is as the Guildhall to a rat-trap.

I do not know whether your Special Correspondent will agree with me, but my idea of the proper policy to be pursued with regard to Wei-hai-wei may be summed up in three words—Fortify or quit.

Your obedient servant, C. C. PENROSE FITZGERALD, Vice-Admiral. March 25.

TO THE EDITOR OF "THE TIMES."

Sir,—It requires some temerity on the part of a mere civilian to call in question the opinion of so high an authority as Sir Edmund Fremantle on the policy to be pursued by this country in respect of Wei-hai-wei. Nevertheless, I make bold to do so, because I can appeal to an equally high authority—that of Admiral Sir Cybrian Bridge, now, or until a few days ago, the Commander-in-Chief on the China Station. On February 19, 1903, *The Times* commented in a leading article on a paper read by Admiral Bridge before the Hongkong United Service Institution on "The Supply and Communications of a Fleet," and remarked that this paper might "perhaps be regarded as the Commander-in-Chief's 'apologia' for the advice he is known to have tendered to the Admiralty last year, to the effect that Wei-hai-wei should no longer be organized as a secondary base for the supply of stores, ammunition, and coal to British warships in the northern waters of China." Thus a policy which Sir Edmund Fremantle denounces as "casual in the extreme," which he describes as leaving the question open whether should continue to hold Wei-hai-wei or not, is apparently regarded as the wisest policy which this country can pursue by not the least distinguished of Sir Edmund's successors in the command-in-chief in China, by a man whom *The Times* described as "entitled to speak on such a subject with the high authority which belongs to intimate local knowledge, to wide naval experience, and to a strategic insight and historic grasp which place him in the very front rank of living writers on the teachings of naval history and the principles of naval strategy." If, then, appeal is made to naval authority, I think we may place that of Cybrian Bridge against that of Sir Edmund Fremantle, and I am the more emboldened to do so because Sir Cybrian Bridge is not at present in this country nor in a position to speak for himself.

Sir, the policy now adopted by the Admiralty in respect to Wei-hai-wei is not a casual policy, although to those who think with Sir Edmund Fremantle and with your Special Correspondent in the Far East it may appear to be an unwise and short-sighted policy. It has been adopted after full consideration—as was shown in the debates in Parliament some two years ago—and after some *ultimae* had for a time been manifested in the direction of the alternative policy preferred by Admiral Fremantle and your Correspondent. The latter complains that we are indifferent enough to leave Wei-hai-wei unprotected. By unprotected he means, I presume, unfortified, because he goes on to say that "it is a sad spectacle to see the half-completed fortifications and the crumbling embankments." So far from regarding this as a sad spectacle—except as the painful record of a mistaken policy now happily abandoned—I venture to affirm that it is a most encouraging spectacle, because it furnishes a most instructive example of the deliberate abandonment of a policy of defence that was heedless, wasteful, and utterly mischievous, and deliberate in its place of the only policy that is worthy of a Power which intends to be supreme at sea in all probability in the contingencies of naval conflict.

Surely it is only the sense that it is not fortified that Wei-hai-wei can be said to be unprotected. In every other sense it is protected directly by the British naval force in Chinese waters, and in the last resort by the whole force of the British Navy. If that force is not sufficient to protect it, for what purpose should we fortify it; so long as the British Fleet is supreme Wei-hai-wei cannot be attacked from the sea, and we need only keep the flag flying there and maintain there such modest establishments as may conduce to its efficiency as a contingent base of supply—though, as Admiral Bridge has shown, by no means an indispensable one, in all circumstances, even a convenient base of supply—for a fleet operating in the Yellow Sea. On the other hand, no Power except China can assail it by land without first crossing the sea, and since, on the only hypothesis worth considering, we are to be supreme at sea it follows that no Power except China can attack it by land at all. Yet I hardly think any one would seriously

urge that we should go to the enormous expense of rendering Wei-hai-wei an impregnable fortress lest perchance China should attack it. Of course, if we were overthrown by attack at sea, its fortifications would be worthless to us, whatever their value might be to the Power which had overthrown us. But as in that case we should sooner or later lose Gibraltar, Malta, Aden, Colombo, Singapore, and Hongkong it seems absurd to be so solicitous about Wei-hai-wei, the last and least important link in the chain of our naval bases stretching out to the Far East.

In point of that there appear to be only two policies worth considering—(1) that of keeping Wei-hai-wei as a contingent naval base in the sense defined above—rather, in the language of Sir Cybrian Bridge, as a possible "flying base" than as a permanent secondary base; and (2) that of developing it as a fully equipped secondary base, with costly establishment, costly docks, costly defences, and a garrison which would constitute a large and permanent drain on our limited military resources. As no one has seriously advocated the latter policy, it will perhaps be time to consider it seriously when it is so advocated. For the former policy, which is that deliberately adopted by the Admiralty, nothing more is required than to keep the flag flying at Wei-hai-wei. It will always be protected by the Fleet in time of war so long as it is found worth protecting, and, if the experience of war should show that it is not worth protecting, it can be abandoned without discredit. In these premises what possible purpose can be fulfilled by rendering the place impregnable, or even by fortifying it at all? It is neither expedient nor even practicable, as Admiral Bridge has shown, to accumulate vast stores there, nor would it be politic to do so even if it were practicable. The stores accumulated there might be found to be in the wrong place in this or that contingency of war, and even if in contingencies Wei-hai-wei were found to be the right place, the stores required could always be sent there so long as we held the seas. On the other hand, if we failed to hold the seas, not all the fortifications which gods, men, and engineers could devise would save the place from capture in the long run. Port Arthur and Vladivostok have been fortified at great cost and heavily garrisoned. Suppose, instead of spending the money on bricklaying, Russia had devoted it to such an increase of her naval power in Far Eastern waters as would have given her undisputed command of the area of maritime conflict with Japan. Is it not certain that in such a case no Japanese sailor or soldier would ever have set eyes on Port Arthur or Vladivostok, still less have been in a position to attack and possibly to capture them? As matters stand, is it by any means certain that both fortresses—impregnable as they may be to direct assault—will not fall into Japanese hands, and their final possession being determined not by their local strength, but by the general fortune of war on sea and land? At any rate, when we are asked to fortify Wei-hai-wei, let us at least be told why we are to fortify it and for what purpose. The purpose for which it is held by the Fleet—defence, just as it would defend any other "flying base." If the Fleet cannot defend it, it is of no more use or interest to us than fortified, it canals in Mars. If, then, it is to be fortified, it must be for some purposes other than those contemplated by the Admiralty. What are they?

I am, Sir, your obedient servant, J. R. T.

ROYAL MEMORY.

LORD ROBERTS AND THE PENSIONER.

Lord Roberts has what is sometimes called a "Royal" Memory—the gift of always remembering faces—and his great popularity is due in part to this, and to his good-natured pleasure in conversing with even the humblest of his comrades-in-arms. When visiting Scotland, some little time ago, he recognised an old warrior from the ranks, Sergeant Mackenzie, late Royal Artillery, and made the old man happy when Field Marshal and ex-Norcom. called up old times and "fought their battles o'er again."



Sergeant Mackenzie is one of those interesting veterans who can "Shoulder a crutch and show how fields were won."

and tales of peace and war come readily (writes a correspondent) to his lips. Inkerman and the Mutiny brought him wounds; but pain could not crush his spirit.

"I won't be numbered with the wounded," he once told the surgeon who had just extracted a bullet from him; and the old spirit still lives in him. He needs no crutch, and for this he thanks Dr. Williams' pink pills; for not long ago he was a cruel sufferer from rheumatism. So exactly does he carry his 73 years that no one would suppose he had gone through so much.

"I tried many remedies in vain," he said "and I can't tell you how grateful I am for the relief Dr. Williams' pink pills for pale people brought me. I couldn't sleep at night for the pain. It wasn't only the rheumatism, and the swollen leg it caused; my whole system was out of order. I couldn't digest any food without pain, and I used to rise up sour in my throat. My heart gave me trouble—fluttering so that it kept me awake; and I had lost flesh so that I was thin as a lath. Now I have put on flesh, and, thanks to these pills, I am better than most men of my age. They are a fine tonic. I only wish," he ended, stroking his fine white beard, "that all who suffer as I did may hear of the same remedy."

This gallant old warrior lives at 7 Hamilton-place, Calcutta, Glasgow, and he was proud to give leave for his story to be printed. Such is the fame of these pills that those who have benefited by them are generally pleased to make known their experiences. Anemia, bile,

consumption, eczema, headache, indigestion, kidney diseases, rheumatism, scrofula, and all diseases that arise from impure blood and shattered nerves, have been cured in countless cases by Dr. Williams' pink pills. Women especially help in those characteristic troubles which they do not talk about. The pills are not a cure-all. They cure by action on the blood and on the nerves, curing fits, paralysis, locomotor ataxy, St. Vitus' dance, and neuralgia. Only the genuine pills, bearing Dr. Williams' name, cure. Substitutes never cure. Genuine pills post free from Williams' Medicine Company, Holborn-viaduct, London, for two shillings and ninepence; but they can be had at all medicine shops if you take care to get the right ones; which did so much good to this fine old soldier of Inkerman and Sebastopol. [35]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China. Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from error, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

SIGNALS

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:— Joint Cable Companies' Office, Ferry Company's Pier, Ice House Street, Blake Pier, Post Office, Harbour Office, Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are ho

Intimations.



A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

HIGH CLASS BRANDIES.

A. OLD PALE	£20.00
B. SUPERIOR VERY OLD COGNAC	27.00
C. VERY OLD LIQUEUR COGNAC	33.00
V.O.D.-HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC	40.00

All our Brandies are guaranteed to be
PURE COGNAC, the differences in price
being merely a question of age and vintage.

For a "Soda" Brandy we strongly
recommend the "B" quality.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 7th May, 1904. [35]

TELEPHONE NO. 356.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4th EDITION
ESTABLISHED 1859.

A CHEE & CO., 祥利廣 17, QUEEN'S ROAD. FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.
**PHOTOGRAPHIC
DEPARTMENT.**
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.
Contract for New Tonnage on reasonable terms
with First-class Builders.
A large stock of Canadian Asbestos and
Asbestos goods kept.
Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.
Telegram Address: "MARINEWORK" Telephone:—No. 358.
Hongkong, 3rd May, 1904. [52]

NOTICE.

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per mensem, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 7th May, at 7, Minghong Terrace,
Shanghai, the wife of ERNEST E. GREY, of a
daughter.

MARRIAGES.

At St. Andrew's Cathedral, Singapore, on 7th
May, by the Right Rev. G. F. Hose, M.A.,
LL.D., and D.D., the Bishop of Singapore and
Sarawak, assisted by the Venerable Archdeacon,
W. H. C. Dunckerley, M.A., Colonial Chaplain,
WILFRID NOEL, fourth son of the Rev. Frederic
C. Noel, Vicar of Wear, Somerset, to MAUD
CONSTANCE, youngest daughter of Mr. and
Mrs. H. Abrams, of "The Castle," Singapore.
On the 5th April, at St. John's Church, Reading,
England, by the Rev. Canon Colson, assisted by
the Rev. C. Lanner, Charles Edward
Cornford, of Shaohying, China, to Helen Mary
Biskereth Clayton, of Shaohying, China,
eldest daughter of the Rev. W. Clayton, of
Reading, England.

On the 10th May, at the Holy Trinity Cathed-
ral, Shanghai, by the Rev. A. J. Walker, A. L.
Maude Short of Sherbrooke, Canada, to M.
D. J. Brady, Tientsin.

DEATHS.

April 8, at 67, St. Helena's-road, Hastings,
Jane B. Broadbent (née Bliss), wife of JAMES
F. BROADBENT.

On the 7th May, at "Inverloch," Scotts
Road, Singapore, the infant daughter of Mr.
and Mrs. A. EMBLE BENZIE, aged five days.

On the 7th May, at No. 5 Devonshire Road,
Singapore, Capt. A. S. BUSE, President Singa-
pore Merchant Service Guild, aged 53.

On the 8th May, at his residence, No. 97,
Yangtsepoen Road, Shanghai, MATTHEW MUI-
TE, in his 54th year.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 16, 1904.

LOCAL AND GENERAL.

THE O. & S. Dori took 60 boxes of new
tea to San Francisco.

Two lighters are to be towed by the *Andromeda*
to Weihaiwei for the naval service there.

THERE is no foundation for the report that two
of the China Navigation Co.'s steamers have
been arrested by the Russo-Chinese Bank at
Newchwang.

THE body of Charles H. Hotston, Artificer
Engineer of H.M.S. *Rover*, was recovered
from the river off the French Bund, Shanghai,
and a jury subsequently returned a verdict of
"found drowned."

AS to the future of gold mining in Negri Sem-
bilan, Mr. G. Hughes, the Assistant Warden of
Mines of that State, reports that he has great
hopes that shortly a payable gold mine will
be found in that quarter.

AMONG those who accepted invitations to the
annual dinner of the Royal Colonial Institute
at the Whitehall Rooms on 29th ult., at which
Mr. Lyttelton, M.P., was to preside, was Major
Sir Matthew Nathan, Governor of Hongkong.

THE *Gazette* announces that the King has
been graciously pleased to appoint Tom
Fleming Carlsle, Esq., to be His Majesty's
Consul for French Indo-China, to reside at
Hanoi. This is a new post, the only British
Consular official hitherto in French Indo-China
being the Consul at Saigon.

THE death is announced of Captain Andrew
Sherwell Busk, President of the Singapore
Merchant Service Guild, and a well-known
figure in local seafaring circles. Captain Busk
seemed in the best of health a week prior to
his demise, but on the 10th inst. a blood vessel
in his brain was ruptured, causing partial
paralysis.

WHEN the C. P. R. steamer *Athenian*, en route
for Vancouver, arrived in Kobe on 7th inst.,
the medical inspection resulted in the discovery
of a case of small-pox. The patient was a
Chinaman. He was at once taken on shore,
where he succumbed to the disease. The
Athenian was disinfected and proceeded on
her voyage.

CAPTAINS of vessels trading to the North will
be interested to learn that Admiral Togo
reported the other day to Commodore Sah of
the Pelyang Squadron that he has picked up many
mines between Dalny and Taloutao at the head
of Korea Bay. According to private letter he
found no less than 400 which are supposed to
have drifted from Port Arthur.

G. T. ODLUM, lately secretary to Capt. Meade
of the Canton-Hankow Railway Co., who was
recently arrested and tried at Canton and sen-
tenced to 2 years imprisonment for embezzle-
ment, has arrived at Shanghai and is now in
the U.S. Consular gaol where he will probably
serve out his sentence. He may however be
sent to the United States, as the present
quarters are not exactly suited for long term
prisoners.

It is believed that a well-known Russian lit-
erateur, Nicholas Kravtchko, went down in the
Peloponnesus.

PREPARATIONS are being made to refloat the
Goya Ma-m, sunk by the Russians in four
fathoms at Gensang.

SEVEN cases more of plague are recorded for
the past forty-eight hours. All were Chinese
and terminated fatally.

THE hill Enarayama in Noto province subsided
1,200 feet on the 28th ult., destroying a stone
house, two barns, and two fences.

THE steamer *Silka*, carrying coal from Dalny,
which the Russians appear to have abandoned,
to Port Arthur, struck a mine outside the har-
bour and sank.

THE Russian steamer *Europe*, formerly the
Alexander Mikhailoitch, which was to be used
as a hospital ship, was run into by another
steamer and sunk at Port Arthur.

TWENTY-ONE dollars out of the poor box were
awarded by Mr. Kemp to Ethel Kat Chi, the
deserted Australian wife of Tan Kat Chi,
whose case was reported in these columns on
Saturday.

THE N.P. str. *Victoria*, *Tacoma* and *Olympia*,
purchased by the Eastern Siberia Company,
nominally for the Alaskan trade, are believed
to have been bought to carry supplies to the
Russian army in Eastern Siberia.

IN a paragraph about Russia's threat to shoot
press correspondents using wireless telegraphy,
the *China Times* says:—It would certainly be
a pity to shoot newspaper correspondents when
so many of them deserve to be hanged.

WE learn that the watch presented to Sergeant
O'Sullivan on Friday, was the "May Memorial
Prize," and not the Governor's annual award.
This was in accordance with the arrangement
made by H.E. Mr. F. H. May, C.M.G., when
Captain Superintendent of Police.

THE *Pingang Gazette* understands, with refer-
ence to the demand for Chinese to emigrate to
the Transvaal, that the Straits Government is
considerably exercised over the prospect of a
drain being put on what is even a far from
adequate supply of labour from the Colony and
the F.M.S. It is said that the Singapore au-
thorities have been asked to expend a large
sum on providing free passages.

LOUIS Levy, the Orpheum manager, is ex-
pected to arrive from Hongkong on Friday,
says the *Cablenews*. He has visited Shanghai
and Hongkong, and secured buildings at both
places in which he will open vaudeville shows.
The location secured in Hongkong is opposite
the Hongkong Hotel in the vicinity of the Post
Office and is considered the best location in
that city.

A PEKING dispatch reports that Marshal Su,
lately Provincial Commander-in-Chief of
Kwangsi, who since being denounced last
winter by Viceroy Tseu Ch'un-hsueh of Canton,
has been lying in the prison of the Board of
Punishments awaiting either execution or
banishment, is to be sent to the military post-
roads of Chinese Turkestan next month, where
he will have to work out his sentence as a
convict labourer for the next fifteen years.

AT the Theatre this evening the Dallas Com-
pany present the interesting little play, *Kitty
Grey*. The piece was well-received in Shang-
hai, and in referring to it a Northern con-
temporary says it is not a haphazard music-hall
show, but a play. There are half a score of
songs that haunt one afterwards; some excel-
lent fooling; dancing graceful and whimsical;
and some genuine acting. Unlike most musical
comedies *Kitty Grey* has a strain of pathos in
it, and it gains in dignity thereby.

WE much regret to hear that Mr. J. J. Keswick
has met with a very serious carriage accident
in Scotland. Mr. Keswick was driving a
spirited horse in a dogcart in company with
Mr. J. J. Keswick. The latter had just alighted
when the horse took fright at something,
and bolted towards the stables. Mr. Keswick,
to avoid what looked like a worse
accident, succeeded in turning the horse aside
into a hedge, which, however, included an iron
fence. Against this the cart struck, and he
was pitched against and over it, breaking his
right leg in two places, both above and below
the knee, and moving the knee-cap, whilst the
left leg was dislocated. We are glad to know
Mr. Keswick is making excellent progress, and
that from the first everything has gone well.—
L. & C. Express.

MYSTERIOUS SHOOTING AFFAIR.

On Saturday night a mysterious shooting
affair took place at the entrance to the Cosmo-
politan Dock, when it was alleged that Tan
Wong was shot in the right eye by Kala Singh,
a watchman at the Dock. Kala Singh states
that Tan Wong asked him to show him his
revolver. He refused, saying it was against
the regulations. He asserts that Tan Wong
then took hold of the revolver and after
examining it, returned it to Kala Singh, asking
him to fire it. The latter, "not knowing it was
loaded," fired it, and the bullet struck Tan at
the side of the right eye. He fell down uncon-
scious, and was removed to hospital. Kala Singh
was charged with causing grievous
bodily harm, but the latter, on regaining con-
sciousness, said it was a pure accident, but
refused to give any explanation of the occur-
rence. The case was called on this morning
at the Police Court, Inspector D. MacDonald
being in charge, and it was remanded, on
account of the inability of Tan Wong to
appear.

ACCIDENT TO THE STEAMSHIP
"MONMOUTHSHIRE."

A NARROW ESCAPE.

As already reported by wire in these columns,
the Shire Line steamer *Monmouthshire*, which
left Yokohama, for Karatsu, on April 29th, at
10 a.m., has been on shore. She is badly
damaged and will be in dock for some time,
but serious though her condition is it is not one-
tenth as serious as it might have been. For
she has undoubtedly had a very narrow escape
from total loss, says the *Kobe Herald*. Very
general sympathy will be felt for Captain
Vyvian in this unfortunate disaster,—the first
he has had during twenty-five years' experience
at sea as a commander.

The *Monmouthshire*, with a certain number
of passengers on board—amongst them three
of the children of one of the owners, with their
Governess, Miss Hawker—left Yokohama on
April 29th. She had very dirty weather all the
way down and a thick fog set in as she entered
Bungo Channel. That was between 5 and 7
o'clock on Saturday night. The weather cleared
up after the channel was entered and this
continued until about midnight when it set in
thick again. The ship was then slowed down
until about 1 a.m. when the fog lifted. Full
speed ahead was then ordered, but she had not
gone far when it again became necessary to put
her under easy speed, a dense fog settling down
at a quarter to 2. She was kept at this
till 2 o'clock, when both the lookout
men (two were stationed forward) and the
officers on the bridge—Captain Vyvian him-
self and the 2nd Officer, Mr. A. J. Metcalfe—
sighted something through the fog straight
ahead. Orders were given at once to reverse
the engines and go full speed a stern, but
promptly though the orders from the bridge
were acted upon by the Engineer on watch the
ship struck before she had lost way. The ship
was going dead slow at the time, and therefore
did not strike heavily but went up very quietly.
All hands were called. Word was conveyed to
the passengers to dress and get on deck; the
men were ordered to boat stations and every-
thing made ready for the worst. Mr. Kennedy,
the Chief Officer, speaks very highly indeed of
the behaviour of the crew—Chinese. The
men mustered in response to the boatswain's
whistle and fell in ready for emergencies. There
was no sign of a panic and little or no excite-
ment. The boats were swung out and lowered
to the rail ready to leave the ship side at a
moment's notice. Blankets were got ready for
the passengers, but this notwithstanding the
little ones—the three children on board range
in age from 4 to 10—felt the sharp cold air of
the night acutely. Every one speaks in the
highest terms of the discipline preserved during
this trying time. Captain Vyvian decided to
back his ship off if possible, so when everything
was seen to be ready for an immediate transfer
to the boats if necessary orders were passed to
the Engine Room to go full speed astern. After
15 minutes' work the ship came off. By this
time the fog had lifted and the position of the
ship was seen. She had gone ashore close to
the westernmost point of Sada Misaki. A few
hundred yards further west and she would have
passed clear and unscathed. She was making
water and an hour after being refloated had 5
feet of water in No. 1 hold. Captain Vyvian
decided to make for Moji, that being the near-
est port, and there ascertain where the best
docking accommodation could be obtained.
Moji was reached safely on the 2nd inst, after
a period of intense anxiety. After making full
inquiries it was decided to come back to Kobe,
where the steamer safely arrived on the 4th inst.

The *Monmouthshire* is now in dry dock at
Kawasaki, and examination of her bottom shows
that she is very badly damaged. Her repairs
are likely to occupy two or three weeks. Sada
Misaki, the scene of the disaster, is a rocky
coast, and altogether, it may be considered a
very fortunate thing that the steamer was so
soon and so successfully got off and brought
safely into port.

BANKRUPTCY.

SERIOUS ALLEGATIONS.

Sitting at the Supreme Court this afternoon,
the Chief Justice, Sir W. M. Goodman, heard
the public examination of partners in the Po
Fung firm of Chinese bankers, experts Ho
Tsung Chung—Mr. J. Hastings, Mr. E. A.
Bonner and Mr. S. W. Tso appeared on behalf
of certain creditors, while Mr. H. W. Looker
represented Kong Kam Nam, one of the man-
aging partners. It transpired during a pre-
liminary discussion that it was alleged on
behalf of the creditors, the two partners—
Kong Kam Nam and Cheung Kai Yu—were
fraudulently concealing from the Court the
names of other persons, who were rich men
and fully capable of paying off the debts of
the firm. During the early stages of the
examination of Kong Kam Nam, the man-
aging partner, it was stated that the bank
was started in 1901, with a capital of \$43,000,
of which Cheung Kai Yu contributed \$5,000 and
the other debtor the remaining \$38,000. At
the date of the receiving order \$140,000 had
been advanced on promissory notes and other
securities. The debtor denied that there were
other partners interested in the bank beside
those already disclosed.—The examination
was adjourned.

THE COMMISSION ON INTERNA-
TIONAL EXCHANGE.

F. of J. W. Jenks, who has been in China
for some time in the interests of the Commis-
sion on International Exchange, and who was
recently in Hongkong, returned to the Colony
this morning after a visit to Peking where he
presented to the Imperial Government the re-
sults of the work already accomplished regard-
ing the exchange of currencies. He leaves for Canton
this evening on a visit to the Viceroy, and will
then return to Peking to further confer with
the Imperial authorities on the subject of his
mission.

ST. JOSEPH'S COLLEGE.

UNVEILING OF FOUNDER'S STATUE.

Yesterday there took place at St. Joseph's
College, Robinson Road, the ceremony in con-
nection with the unveiling of the statue of St.
Francis de la Salle, the founder of the Society
of the Brothers of the Christian Schools.
At 8 a.m. there was pontifical High Mass in
the R. C. Cathedral, and at noon dinner was
served in a most sumptuous manner in the
large hall of the College, which was tastefully
decked out for the occasion by the past and
present pupils of the school.

At night the unveiling took place, and as
soon as the veil fell the illuminations began.
The whole of the middle portion of the building
was gaily picked out with gas, and the niches
which surrounded the statue was ablaze with
lights. All the rest of the edifice was outlined
with Japanese lamps and, viewed from the har-
bour, the college presented a grand sight. The
garden of the institution was lighted with fancy
lamps made by the Filipino pupils and when
seen from the second or third storeys of the
building would remind one of fairy lands.

At 9 p.m. a grand variety concert was given,
the following being the items of the pro-
gramme:—

- PART I.
1. March.....Viscount NelsonW. Zehle.
Societade Philharmonica.
 2. Song.....Queen of the EarthC. Pinsuti.
Mr. F. X. Lopes.
 3. Violin Solo.....CavalinaRaff.
Mr. L. A. Graca.
 4. Comic Song.....Bill Bayley.....Hughie Cannon.
Mr. J. Rozario.
 5. Mandoline }GromartieHeath.
Solo }
Mr. F. M. Silva.
 6. Violin Solo.....Fantasie Ballet.....C. de Bériot.
(Accompanied by the Orchestra.)
Mr. F. Gonzales.
 7. Recitation.....Bruce and the Spider.
Master J. Graca Otorio.
 8. Song.....Ave Maria.....Miller.
Mr. J. F. Souza.

- RIFLE DRILL.
(Drill Master.....Mr. J. Phillips, 1st S.F.)
- PART II.
9. Overture.....Poet and Peasant.....Suppe.
Societade Philharmonica.
 10. Song.....Anchored.....Michael Watson.
Mr. A. Osmund.
 11. Banjo Solo.....Galop de Concert.....Kennedy.
Mr. L. A. Graca.
 12. Song.....For All Eternity.....
Mr. F. X. Lopes.
 13. Recitation.....The Twins.....
Master Roxas.
 14. Song.....I will be true to Thee.....H. Eyre.
Mr. J. F. Souza.
 15. Fantasie.....Coronne d'or.....A. Herman.
Mr. J. Rozario.
 16. Comic Song.....Under the Bamboo Tree.
Mr. J. Rozario.

PHYSICAL DRILL.
(Drill Master.....Mr. J. Phillips, 1st S.F.)
All the members of the Orchestra and many
of those who took part in the play were past
pupils of the institution. One of the most
amusing parts of the programme was the drill,
and the preciseness with which the little fel-
lows went through the various exercises reflects
credit on Corporal Phillips, drill instructor.
The hall was filled, over 300 persons being
present. Among those noticed were: H.E.
Mgr. Guidi, Delegate Apostolic to the Philip-
pines; the Right Rev. L. M. Piazzi; A. G.
Romano, Consul for Portugal; M. Noma, Con-
sul for Japan; J. J. Gaston Gonzales de Ber-
nardo, Consul for Chile; F. D. Barreto, Consul
for Mexico; Mr. Arathoon Seth and others.
The evening, which was a pleasant one, ter-
minated with the playing, by the orchestra, of
"God save the King."

ORCHESTRA.

1st Violins.	2nd Violins.
Mr. F. Gonzales.	Mr. C. M. S. Alves.
" E. Lopes.	" A. Remedios, Jr.
" J. M. S. Rozario.	" H. Remedios.
" A. M. S. Rozario.	" L. Ribeiro.
	" F. B. Silva.

Clarionets.

Mr. S. F. Pinna	Mr. J. Baptista.
	Mr. A. A. Alves.

Flutes.

Mr. James D. Osmund
" F. X. Vieira Ribeiro, Jr.

Viola.

Mr. G. Lopez.

Cornet.

Mr. A. J. Rodrigues.

Trompas.

Mr. P. J. Rodrigues.	Mr. I. L. Xavier
Bombarding.	Trombone.
Mr. A. F. Osmund.	Mr. M. A. Vas.

Violoncello.

Mr. P. A. Rozario, Jr.

Bass.

Mr. P. N. Siqueira.

Mr. O. Baptista, Accompanist.

THE REBELLION IN KWANGSI.

Dispatches emanating from a reliable source
in Kweilin, the capital of Kwangsi province,
state that there is the making in the near future
of a rebellion in Kwangsi ten times more for-
midable than any preceding ones since the
great Taiping rebellion in the beginning of
the fifties of the last century. Governor Ko of
Kwangsi is perfectly aware of the danger
threatening himself and the territory he governs,
but he finds himself perfectly helpless; firstly
because jealousy and rivalry between himself
and his superior officer at Canton, Funder, free-
dom of movement, and, secondly, the official
machinery throughout his whole jurisdiction is
so corrupt and pre-occupied so rife from the
highest to the lowest that he cannot put his
hand on any sum of money sufficient to pay
for the proper arms and ammunition needed
for his army, he would like to have, for the
funds to pay them, so that his men may not be
tempted away to join the rebels. In the mean-
time the rebel movement, unmasked as yet, is
growing stronger and stronger and may burst
upon the devoted province of Kwangsi at any
moment.

E L E G R A M S.

"HONGKONG TELEGRAPH"
SERVICE.

THE WAR.

CONVICT VOLUNTEERS

FROM SAGHALIEN

JOIN THE RUSSIAN COLOURS.

(From Our Own Correspondent.)

YOKOHAMA, 16th May,
11.10 a.m.

On the 15th inst., Admiral Alex-
eff issued a proclamation inviting
convicts in the penal settlement of
Saghalien to volunteer for service
with the Russian army, promising
them a reduction in their sentences
and offering freedom of residence.

In consequence of this proclama-
tion, 454 Russian prisoners have left,
and their arrival at Matsuyama is
announced.

(Reuters.)

The Transvaal-Chinese Labour
Convention.

LONDON, 13th May.
The Transvaal-Chinese Labour Con-
vention has been signed.

Russia and the Anglo-French
Agreement.

Russia is the first Power to approve of the
Khedivial decree which was appended to
the Anglo-French agreement regarding Egypt
(vide Telegram No. 2,603 dated London,
13th April). The French Government has
requested M. Delcasse to warmly thank Rus-
sia for the fresh valuable proof of friendship
thus given to their ally.

The Tibet Mission.

Mr. St. John Broderick states that the re-
inforcements for Tibet will consist of 4
companies of British and 4 companies of
native infantry with 4 guns.

The Russian Loan.

An Imperial Ukase authorizes a 5 %
Foreign loan of £32,000,000.

Disturbances in Poland.

24th May.
The St. Petersburg correspondent of the
Standard says there are persistent rumours
of a serious disturbance in Warsaw by which
a high official was killed. The feeling is not
decreasing that a successful battle is very
necessary if complete order is to be preserv-
ed in the interior.

(Manila Cablenews.)

Blowing up the Fleet.

Tokio, May 12.—A report has been received
here from Admiral Togo in which he states
that a number of loud explosions have been
heard and from such indications as he has
been able to observe he believes the Russians
are blowing up their fleet.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 18th inst.
English (*Coromandel*) 19th inst.
Indian (*Kumsang*) 23rd inst.
American (*Cadiz*) 24th inst.
German (*Bayern*) 24th inst.
Canadian (*Empress of China*) 23rd inst.
American (*Mongolia*) 4th prox.

The Apar Co's s.s. *Lightning* from Cal-
cutta left Singapore for this port in the after-
noon of the 12th inst.

The Imperial German Mail s.s. *Sachsen*,
which left here on 12th inst., arrived at Shang-
hai Sunday, at 10 a.m.

The Imperial German Mail s.s. *Bayern* left
Kobe via Nagasaki and Shanghai to-day, and
may be expected here on 24th inst.

The P. M. S. Co's s.s. *Mongolia* with mails,
&c., left San Francisco for this port via Hon-
olulu, Yokohama, Inland Sea, Kobe, Nagasaki
and Manila, on 7th inst.

The P. & O. S. N. Co's s.s. *Coromandel*
left Singapore for this port on 14th inst., at 6
p.m., with the Outward English Mails, and is
due here on 19th inst., at about noon.

The Imperial German Mail s.s. *Zieten* carry-
ing the German Mails, with dates from Berlin
of the 26th ult., left Colombo on Saturday, p.m.
and may be expected here on 25th inst.

THE WAR.

KUANTICHENG OCCUPIED BY JAPANESE TROOPS.

The Japanese Consul, Mr. M. Noma, has forwarded to us the following telegram:—
Tokio, 14th May, 5.50 p.m.

General Kuroki reports that our detachment occupied Kuanticheng on the 7th inst. Another infantry detachment pursued on the 11th the enemy's cavalry, retreating from Chiu-lien-cheng and captured two privates and a lieutenant, who is a son of General Honvalli.

MORE ABOUT THE EIGHTH ATTACK ON PORT ARTHUR.

The Japanese Fleet did not trouble Port Arthur for several days preceding the 13th (18th April) when seven or eight Japanese warships suddenly approached the Port during the night. The Russian Authorities sent out some ships to engage them. Both fleets fired at each other for a short time with no decisive result.

On the night of the 15th (30th April) at 11 o'clock the Russians quietly sent out six of their warships to engage the Japanese outside of the Harbour, but before they could get near enough, they were noticed by the Japanese who fired on them and they returned the fire. The engagement lasted for three hours ending in the destruction of five of the Russian warships. If not for the appearance of three or four Russian men-of-war that came out of the Port to save them, the whole of the Russian fleet would have been destroyed. The Russian Admiral and four officers were killed in that battle while the number of marines killed that night is at present unknown. It is said that the Russian Admiral who was killed had been at one time Admiral in the Black Sea. During the time of the Boxer Rebellion in North China over thirty thousand Chinese were driven by him into the sea and drowned, consequently the report of his present death in the hands of the Japanese is heartily welcomed by the Chinese who considered it as a retribution from Heaven.

It is reported that during the battle, the Admiral's flagship was severely damaged, and seeing that the Japanese ships were approaching to capture the ships with all on board, the Admiral jumped overboard and was afterwards saved by a Russian torpedo boat after having swam for about three or four li. The water was rather rough at the time and the Admiral is said to have imbued a large quantity of seawater, so that when he arrived at Port Arthur, he was so exhausted and ill that he could not rise from his bed and died the next day.—*Universal Gazette.*

AN OFFICIAL DENIAL.

Colonel Odorodnikoff of the Russian General Staff, Russian Military Agent in North-China, has issued the following:—

Tientsin, 3rd May.

It is necessary to contradict altogether the unfounded report, which appeared in Reuters' telegram of 2nd May from London via Bombay about the news reaching Washington, that a great battle had been fought on the Yalu resulting in a complete victory for the Japanese.

As a matter of fact there was only an ordinary engagement of vanguards from our part, which, as on any such occasion, had the purpose of discovering the enemy's strength and the direction of their movement. After this had been successfully carried out our vanguard, having sustained very insignificant losses, drew away to another position, not engaging in any serious action.

On this very occasion the Japanese have done everything in their power to assist our vanguard to discover what was wanted.

On April 30th the Japanese deployed all their artillery (field guns as well as siege cannons) and were firing aimlessly from 10 a.m. till 5 p.m. On the same day they crossed the Yalu river with a much stronger number than was necessary to attack our small detachment. The next morning the Japanese reopened the bombardment, preparing an attack. In the meantime our detachment ceased firing, as the enemy's strength was discovered in a much more appreciable way and degree than we possibly could have hoped for. Any further action was of course quite useless for us.

It is therefore quite evident that the Japanese had an absolutely wrong idea about the strength of our detachment and did not at all understand the object and sense of the action. And after all that the Japanese had nothing better to do but to assure that the deploy of the artillery was not aimless at all and that they gained a complete victory.

As a matter of fact the false and phantastic reports and inventions of some of the newspapers are not worth any attention.

For instance: How could the Japanese capture 28 guns while we had only 8 in action?

It is rather astonishing how the Japanese Government allows to publish such stories under title of "Official News".

Full particulars about the actions on April 30th and 1st of May have been published already according to our official reports signed by Major General Floug.

THE ADVANCE OF THE JAPANESE ARMY.

Chinchou, 9th May.

The Japanese army in Manchuria are advancing in three different divisions; one, holding Entung and Fenghuangcheng as military bases, is marching towards the north-west to attack the left of Liaoyang; the other marching from the north of Pulantien, Chinchou, is to attack Yungjaocheng, and will then march on towards the north-east to attack the right of Liaoyang. The last division, marching from Soutiencheng to occupy Kuantienhsien, is to cut off the rear of Liaoyang, where, in view of its remote distance, the Russians have made very little preparations in the way of defence.—*Sin Wen Pao.*

LATEST NEWS FROM CHEFOO.

Chefoo, 4th May.

WAR OF LIES.

It might truly be said of the present campaign that so far as newspapers are concerned, it has been a war of lies: every conceivable version has been attached to every event; exaggeration, ignorance, wilful lying, and the official distortion of news described from the most convenient end of the telescope have rendered confusion worse confounded and made all things possible and nothing probable. Unfortunate war correspondents, plying their vocations under conditions rather worse than those applicable to stranded mariners on a desert isle, have to subsidize and justify their existence on the unprofitable sifting of slanders and jetsam blown from unknown sources, the residue of which, even when converted into print, principally consists of rubbish. Accounts by eye-witnesses too, may, in the majority of cases, be largely discounted without injury to Truth, who fled with peace to more congenial climes on the 8th Feb. last. Sympathy and the prejudice of partisanship necessarily came to the fore in time of war and played havoc with facts. But of one thing—daily becoming more emphasised—there is little doubt of THE UTTER UNREADINESS OF RUSSIA FOR WAR.

The lack of foresight and prevision on the part of the British Government at the beginning of the Boer campaign sinks into insignificance compared to the chaotic unpreparedness of Russia on the outbreak of hostilities with Japan. The Philistines were not more astonished than the world when the Japanese Devid went forth to encounter the Russian Goliath, but, instead of a mountain of brawn and muscle the Japanese, apparently, found a bogey stuffed with clouds and sawdust. Had Japan thought fit she could have effected an unopposed landing on almost any part of the coast of the Liaotung Peninsula. The whole of the coast line, with the exception of Port Arthur, was

TOTALLY UNDEFENDED.

the only Russian force available being some 400 troops stationed at Takushan, 8,000 at Fenghuangcheng and a few in the vicinity of Liaoyang. No serious steps had been taken to defend the passage of the Yalu, the chief obstacle at Newchwang was a half demolished Chinese fort and at their stronghold, Port Arthur, military merry-making and money-making were the orders of the day. Practically the only defence was a partly ice bound coast. At Takushan, where the port is sufficiently free of ice to enable junks to call there the whole year round, it was generally expected by people living in the vicinity that the Japanese would land troops there and threaten the line of communication between Liaoyang and the Yalu. Had a landing been effected at Takushan in the early stages of the war, the probability is that the Russians would not have attempted to dispute the passage of the Yalu, since all munitions, provisions and fodder have to be sent to the latter place from Liaoyang over bad roads by native carts, entailing a journey of four and a half days.

WAITING TO BLOCK PORT ARTHUR.

The Japanese, however, have very wisely refrained from invading the Peninsula until the Russian fleet has been satisfactorily accounted for; it being quite evident from the repeated attempts made to block Port Arthur, that Japan's main object just now is to prevent any possibility of the Baltic and Asiatic fleets uniting. If the Japanese succeed in annihilating or locking up the Port Arthur fleet, they will then be in a position to devote their entire naval strength against the Baltic Squadron in the event of the latter coming East. Possibly they may go to meet them, forcing the Russian ships to fight point-blank and depleted of coal.

FOREIGN REFUGEES

Just arrived from Fenghuangcheng, report that since the commencement of the war the price of everything has risen enormously in the district at which they were stationed; in fact the only articles of food obtainable at Fenghuangcheng were rice and eggs, and occasionally a fowl—drought, bad crops and war have practically denuded the country of foodstuff. As an instance of enhanced prices, they mentioned that in ordinary times the hire of a cart for the three days' journey from Fenghuangcheng to Liaoyang is \$15, whereas last week they were forced to pay \$75. They state that the roads are bad and transit slow. Since the beginning of the war the Russians have employed large numbers of men in

RECONSTRUCTING THE ROAD

from Liaoyang to Fenghuangcheng, over which a constant succession of troops, guns, and waggons containing provisions and munitions of war have been wending their way towards the Yalu during the last two months. Directly hostilities commenced that 800 troops stationed at Fenghuangcheng were detached to the Yalu, where the construction of forts and entrenchments were commenced in feverish haste. The refugees, who have lived years in the country, state that no attempt has been made to fortify Fenghuangcheng, and that if the Russians are driven from the Yalu they have no second line of defence, and will have to fall back upon Liaoyang.

Speaking of the Russian troops, my informants expressed high admiration of the Cossacks, but thought that they were likely to be greatly handicapped by want of fodder for their horses, the country in the neighbourhood of the Yalu and Fenghuangcheng being unproductive of grass or material which could be utilised for horse food. As regards the Russian infantry, many of them appeared to be dispirited and lacked enthusiasm over the war. The bare percentage of Jews serving at the front was also noticeable.

THE CHINESE.

In reply to my inquiry as to whether the war has had appreciable effect upon the Chinese population, I was told that although many had sought safety in flight, others were being attracted into the country owing to the inducement of good pay and the better treatment lately accorded to them by the Russians, who had no desire, just at present, to increase their difficulties creating a hostile population. My

informants added that they had received every consideration and courtesy from the Russians during their journey through the country; they had heard from Russian sources, but could not vouch for the statement that General Kurapatkin was proceeding to the Yalu to take command of the forces there.

PORT ARTHUR.

In the course of an interview with a gentleman who left Port Arthur last Friday, I was informed that no truth in the statement lately published to the effect that a number of submarine boats had arrived at Port Arthur and were "working admirably." Up to the time of leaving on the 29th ulto. no such boats were to hand. It was true that several hundred naval artisans arrived by rail, and were busy doctoring up the damaged warships. Regarding the various bombardments of Port Arthur, a great number of

ABSURD YARNS

had been published and outside newspaper accounts constituted one of the chief sources of amusement at Port Arthur. On the 10th March the Japanese fired some two hundred shells in the port but very few houses were damaged. On the 13th ulto., the two hours' bombardment resulted in three Chinese being killed, the majority of the shells falling on the hills away from the town.

FOOD WAS PLENTIFUL.

A good dinner could be obtained for \$1.25 and a large bottle of beer for the equivalent of 75 cents. Fresh meat and cattle arrived daily by train from Harbin. During the past fortnight 3,000 head of cattle had arrived and he estimated that the Russian authorities and contractors at Port Arthur have now over 8,000 head of cattle in reserve for future emergencies. There were four Government contractors who had their godowns crammed with all sorts of provisions, and he thought that so far as food was concerned the Russians at Arthur were in a position to stand a year's siege with equanimity. The number of troops did not amount to more than 5,000 while the foreign civil community numbered about 300. The amusements of the town went on just as usual, the military band gave a public performance three times a week, and the cafes were in full swing from morning till night. My friend concluded by stating that he had so little fear of a siege or future bombardments that he intended returning within the next week or two to carry on his business at Port Arthur. I am afraid he does not know what pushing little fellows the Japanese are, and that when he returns in a fortnight he might find his house occupied by Japanese.—*Shanghai Mercury.*

The following items are from the *N. C. D. News*:—

Tokio, 10th May.—The Imperial Ordinance regarding the loan has been gazetted. The leading Japanese journals welcome it as a financial coup, while regretting the hypothecation of the Customs as security. Par's Bank, London, and Kuhn, Loeb & Co., New York, each take half the loan.

The Russian troops that retreated from Fenghuangcheng are collecting at Motienling Pass on the road to Liaoyang. General Kurapatkin's troops from Liaoyang are also moving down to that point, and it will probably be the scene of a serious engagement. The Russian troops evacuating Newchwang are concentrating in the direction of Liaoyang.

Coreans in Russian pay in North Hamyang province have cut off the Japanese military wires.

Three hundred Russians taken prisoners in the Yalu operations have arrived in Japan.

Tokio, 11th May.—Admiral Togo reports that explosions are being continually heard from Port Arthur, apropos of which it may be mentioned that it is privately understood that the Russians are destroying the remnants of their men-of-war.

The Port Arthur squadron under Admiral Stark when the war broke out comprised seven battleships, the *Tsuruichi*, *Persevel*, *Peiro-palovich*, *Pobieda*, *Poltava*, *Retvizan*, and *Nevasopol*; two first-class cruisers, the *Askold* and *Bayan*; four second-class cruisers, the *Royarin*, *Diana*, *Novik*, and *Pallada*, and a large number of smaller vessels; and all these, including the first-class cruiser *Varyag* and the gunboat *Korsets*, have been put out of action since the war began without the loss of a single Japanese man-of-war.

Peking, 11th May.—There is a rumour at Newchwang that the Japanese occupied Knaping, a city on the Manchurian railway some 16 miles south of Tashichiao, on the 9th, and there is a widespread belief that they will arrive at Newchwang on the 13th. The Russians show great haste and confusion in their endeavours to escape from the seat of war; their troops are gathering at Newchuan station to escape before the Japanese arrive.

Tokio, 11th May.—A second issue of exchange bonds to the amount of a hundred million yen (£10,000,000 sterling) will possibly be made at the end of the month. The Cabinet is to confer with the bankers and financiers to-night. The new foreign loan is intended to secure the convertible notes, and the whole proceeds will be kept in London.

RUSSIAN NEWS.

Major-General Dessine has kindly placed at our disposal the following telegrams received yesterday from Major-General Floug:—

"Moukden, 9th May.
"The Japanese are remaining in Fenghuangcheng, and have sent out their mounted patrols on the main road to Liaoyang, and on both sides of it.
"Cuandiansian (? Kuantienhsien, N. E. of Fenghuangcheng) was occupied by the Japanese on the 5th instant.
"Communication with Port Arthur is interrupted.
"There is no change at other places in the theatre of war."

Moukden, 10th May.
"During the night of the 9th to 10th May railway communication with Port Arthur was re-established.
"The Japanese detachment—consisting of infantry and cavalry is situated 15 versts (9

miles) to the East of the station of Sanchilipu. In the attack on the railway about three companies of the enemy took part.

"Every day the Japanese squadron approaches Port Arthur; in daytime cruisers and battleships, at night torpedo boats.

"Till now we have received no information as to the number of the enemy landed at Pilsnew.

"The mounted patrols of the Russian railway guard sent out from Turtchin had an engagement with the Hungbuses, who lost two men killed and a few horses. We had no losses."

"Sanchilipu is a station just north of Kin-chow; Turtchin is apparently on the railway line in Kirin province.—Ed.

CONTRABAND DETAINED IN SHANGHAI.

The *Universal Gazette* publishes to-day a recent despatch from the Shanghai Taotai to the Customs Commissioner. The gist of the communication is that he (the Taotai) received a communication on the 27th ulto. from Major-General Dessine, Russian Military Agent at Shanghai, stating that the French Mail steamer *Salazie* discharged on the 26th or 27th ultimo several lots of lead which were to be sent to Japan and as lead had been declared to be contraband, the Major-General requested him to have the cargo detained in Shanghai, in conformity with the principle of neutrality, etc., etc., therefore he (the Taotai) asks the Commissioner to carry out the Major-General's request.

The *Gazette* also publishes the Commissioner's reply, which, in addition to acknowledging the Taotai's despatch and mentioning the quantities of lead brought to Shanghai by the French Mail steamer *Salazie*, also gives the information that the goods which have been declared to be contraband are now detained in the China Merchants' Customs Godown No. 16. The Commissioner's reply concludes by requesting the Taotai to inform the Russian Military Agent to the above effect.

Shanghai, May 2.—A Japanese woman arrived here in a carriage mysteriously last night, having left Harbin on April 19th. She reports that there were two Japanese, an Englishman, and a Chinese under arrest at Harbin on suspicion of being spies when she left. She noticed that they were very cruelly treated. So far as she could ascertain on the 18th they were to be executed. There were still two Japanese women in the town when she left.—*Mainichi.*

The Russians recently approached the Chinese guilds to police Newchwang but they refused to do so on account of not having sufficient men, and they negotiated with General Ma to send troops for the protection of the place when the Russians leave. Foreigners are preparing to protect themselves as it is fully expected that, as soon as the last of the Russians leave, rowdies and a lot of bad characters, now collected at Newchwang, will raid both the native and foreign residences.

TRIAL AND EXECUTION OF CAPTURED JAPANESE.

Peking, April 29.—The *Novoe Krui* reports that General Kurapatkin has captured two Japanese officers at China, 30 versts from Harbin, and to the south-west. The officers had been destroying the railway track. They were disguised in Mongolian costumes and had bombs, smokeless powder and a very fine map in their possession. The officers were tried by court-martial at Harbin and sentenced to be shot according to Article No. 281, Chapter 11 of the Military Criminal Code.

In the course of the trial they said calmly:—"We are officers of the Japanese Army." Questioned why they had ventured into the country, they said bravely:—"We came here to destroy Russian railways and telegraphic communications. As officers we cannot tell you where we came from, and you need not ask the question. We simply await your proper decision."

Asked as to the number of Japanese officers engaged in the same work, these officers answered that they did not know but there were a great many.

General Kurapatkin expressed admiration of the officers' courage in face of death. The names of these officers are Yokogawa Sezo, and Oki Teisuke.—*Mainichi.*

SMART COALING

OF THE "EMPEROR OF JAPAN."
One of the many smart coaling performances for which the Mitsui Bishi Company and Nagasaki are jointly famous, says the *Nagasaki Press*, took place in connection with the R.M.S. *Empress of Japan*. The steamer was late leaving Vancouver, and owing to an extra stormy passage only one day, instead of two as desired, was gained before reaching Yokohama. The vessel came direct to Nagasaki without touching at Kobe and arrived at 1 p.m. In order to fulfil her mail contract it was necessary for her to leave the same evening for Shanghai. Coaling commenced at 2 p.m., but it was not until 2.30 that all the gangs were at work. At 6 p.m. precisely coaling was stopped, no less than 1,235 tons having been taken on board, an average of about 320 tons an hour, and the *Empress* resumed the voyage at 6.30 p.m.

THE U.S. TRANSPORT "SEWARD."

Evidently the *Seward's* hoodoo stowed away somewhere in the coal bunkers when the transport left Hongkong and has not been gotten rid of at all, for he has been busy while the ship has been making her first voyage since she was repaired.

Another propeller blade has been broken off, and by strange coincidence the accident occurred in almost the identical spot where the blade was lost on her last voyage, the accident which sent her to the Hongkong hospital.

It is believed that some submerged reef exists near Zamboanga, in the vicinity of which port both accidents occurred.
The *Seward* will not be long delayed by this affair, however. She brought two extra propeller blades with her from Hongkong and one of them will be adjusted when she reaches Manila.—*Cebu News.*

To-day's Advertisements.

WINDSOR GARDEN AND RESTAURANT.

SITUATED among the grandest scenery in the Happy Valley, past the Race-course. One of the coolest resorts in the Colony. The whole grounds are shaded after 4 p.m., and it is delightful to rest there and to breathe the bracing breeze after a day's toil in town. The Garden is again open to the Public and their kind patronage is respectfully solicited. Light refreshments are always ready and meals can be had at the shortest notice. Ladies and Gentlemen are invited to bring their cameras.

FRED. HUBER, Proprietor.

Hongkong, 16th May, 1904.

S.S. "HANGSANG" ASHORE.

The I. C. steamer *Hangsang* left Shanghai on 7th inst. bound for southern ports, and when about seven miles below Woosung she ran on some rocks between the Scraggy Trees and the Triplets. Word was at once sent to Shanghai and one of the Shanghai Tug and Lighter Co.'s powerful tugs was sent to the scene, but up to Monday last the vessel was still fast. The I. C. *Choyang* and tugboat were standing by the stranded vessel, and if the present weather continues it is hoped to get the vessel off as soon as some of her cargo has been discharged. The place where the vessel stranded is supposed to be the remains of an old city wall that used to be in position until the sea rose above the land, and drove the inhabitants inland.

THE CANTON-FAISHAN RAILWAY.

This small railway (which in a way runs from Nowhere to Nowhere, the Canton terminus being at a place called Shekwatong near Fati, and the Faishan end about a mile from that city) is evidently paying hand over fist. The two ferry boats (recently bought from the Star Ferry Co., Ltd., of Hongkong) which ply between Shekwatong and the new wharf of the Railway Co., just below the Hongkong, Canton, and Macao Steamboat Co.'s Wharf, are always crowded with passengers, in spite of the fact that the railway cars are still worse than cattle trucks. I hear that the new rolling plant is now on its way out and some will soon be in use. The track is being improved by degrees as ballast is obtainable. The other little railway to Sainam, which is to be run in connection with this, is now being pushed on. It commences on the opposite side of the river further west, and the route is being cleared.—*N. C. D. News.*

COMMERCIAL.

LANGKAT DIVIDEND.

Messrs. Benjamin, Kelly and Potts write us as follows, under to-day's date:—

"We are informed by wire that the Moats-chappi tot Mijm, Bosch en Landbouweexploitatie in Langkat, Limited, has declared a second interim dividend of Tls. 10 per share, payable on the 15th proximo."

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/9 11/16
Do. Demand 1/9 11/16
Do. 4 months' sight 1/9 11/16
France—Bank T.T. 2/6
America—Bank T.T. 43 1/2
Germany—Bank T.T. 184
India T.T. 344
Do. Demand 344
Shanghai—Bank T.T. 342
Japan—Bank T.T. 88 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 108 1/2

Buying.
1 months' sight L/C 1/10
6 months' sight L/C 1/10 11/16
30 days' sight San Francisco & New York 44 1/2
4 months' sight do. 45 1/2
30 days' sight Sydney and Melbourne 1/10 1/2
4 months' sight France 2/30
6 months' sight do. 2/32
4 months' sight Germany 184 1/2
Bar Silver 25 1/2
Bank of England rate 3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 960/1,080
" Old @ 1,100/1,160
" Oldest @ 1,180/1,230
Patna New @ 1,330
" Old @ 1,320
Benares New @ 1,310
" Old @ 1,300
Persian (Paper) @ 880/920

To-day's Advertisements.

THE HENRY DALLAS

MUSICAL DRAMATIC CO.

RETURN SEASON.

TWO WEEKS ONLY.

GRAND OPENING NIGHT.

TO-NIGHT (MONDAY), 16th MAY,

"KITTY GRAY."

TO-MORROW (TUESDAY), 17th MAY,

"KITTY GRAY."

PLAN AT THE

ROBINSON PIANO Co., Ltd.

Hongkong, 16th May, 1904.

[550 Central]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN."

Captain Verrou, will be despatched for the above Ports, TO-MORROW, the 17th instant, at 4 A.M.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 16th May, 1904.

S.S. "AUS" TIEN.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Dordogne* and *Sinal*, from Havre, ex s.s. *Sinal*, from Bordeaux, ex s.s. *Ville de Marseille* and *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 16th May, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd May, or they will not be recognised.

On damaged packages will be examined on WEDNESDAY, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th May, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"KOREA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by WEDNESDAY, the 18th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 16th May, 1904.

Intimation.

THE POPULAR SCOTCH

IS "BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

H.R.H. the PRINCE OF WALES

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained from

LANE, CRAWFORD & CO. Queen's Road

[550 Central]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 7th June.
*GENOA, MARSEILLES & L'POOL	"TEENKAT"	On 20th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 17th May.
S.S. "AGAMEMNON" from Pacific Coast via Japan is due here on 21st inst. from Moji.		
S.S. "NINGCHOW" left Victoria, B.C., for Japan and Hongkong on 14th inst.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th May, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WAMPONG"	17th May.
NINGPO and SHANGHAI	"SINGAN"	17th "
CEBU and ILOILO	"WUOHANG"	17th "
SHANGHAI	"TIENTSIN"	18th "
MANILA	"KAITONG"	18th "
SWATOW, CHEFOO and TIENTSIN	"KANSHU"	18th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th May, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st May, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th May, at 10 A.M.
PERLA	1980	A. H. Noley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th May, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,483	Bable	September 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M., on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$3; Return Ticket, \$5. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodation for two or more passengers.
WHARF:—At the Western end of Wing Lok
Street.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 15th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered,
is the newest, fastest and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class, \$1.00 for Single Journey.
2nd " 1.50 " " "
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.WENT & CO.,
Canton Agents.

Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation, Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.The S.S. "CHARLES HARDOUIN,"
Captain Noel, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00

Second Class European 3.00

First Class Chinese 1.50

Second Class Chinese80

Deck 30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW" Tons Captain

"KWONG TUNG" 1,309 J. P. MARTIN.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

M. S. DOLLAR STEAMSHIP COMPANY.

FOR SAN FRANCISCO.

THE Company's Steamship

"M. S. DOLLAR,"

Captain A. Gow, will be despatched as above
on FRIDAY, the 20th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Hongkong, 14th May, 1904.

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI AND SALINA CRUZ
(MEXICO).

THE Steamship

"LOTHIAN"

will be despatched for the above Ports, on
SATURDAY, the 21st instant, at 4 P.M.For Freight, apply at the Company's Offices,
No. 20, Des Voeux Road.J. S. VAN BUREN,
Superintendent.

Hongkong, 9th May, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAS. ISSA"

will be despatched for the above Port, on
THURSDAY, the 26th May.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 15th April, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

via PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA" 3rd June.

"RICHMOND CASTLE" 15th "

"ST. FILLANS" 30th "

"LOWTHER CASTLE" 31st July.

For Freight and further Information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 15th May, 1904.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain James Young, will be despatched as
above TO-MORROW, the 17th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 16th May, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above
TO-MORROW, the 17th instant, at 4 P.M.This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th May, 1904.

For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN

COAL.

Apply to

RITCHIE & Co.,

39, Des Voeux Road.

Hongkong, 22nd April, 1904.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

buyers free of charge.

Naptha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

Intimations.

DRUGS, CHEMICALS, PERFU-
MERY, PATENT MEDICINES, ETC.

AND

DISPENSING CHEMISTS.

ADDRESS:

FLETCHER & Co.,

THE PHARMACY,

房藥 14, QUEEN'S ROAD CENTRAL, 法中

Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 25th April, 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 14th May, 100 cts. per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa D.

"Comed—Ham Ngau Yuk

"Roast—Shiu "

"Breast—Ngau Lam "

"Soup, Tong Yuk "

"Steak—Ngau Yuk Pa "

"Serjoia—Ngau Lau "

"Sausages—Ngau Yuk Chaung "

Bullock's Brains— " Know, per set

" Tongue fresh—Ngau Li, each

" " corned—Ham Ngau Li, "

" Head—Ngau Tau "

" Heart—Ngau Sum "

" Hump, Salt—Ngau Kin, "

" Feet—Ngau Kerk, each

" Kidneys—Ngau Yiu, "

" Tail—Ngau Mei, "

" Liver—Ngau Con, "

" Tripe (undressed)—Ngau To, "

Calves' Head and Feet—Ngau-chai-

tau-keok, per set

Mutton Chop—Yeung Pai Kw, "

" Leg—Yeung Pei, "

" Shoulder—Yeung Shau, "

Pigs' Chitlings—Chi cheong, "

" Brains—Chi Know, per set

" Feet—Chi Kerk, "

" Fry—Chi Chak, "

" Head—Chi Tau, "

" Heart—Chi Sum, each

" Kidneys—Chi Yiu, pair

" Liver—Chi Kon, "

Pork, Chop—Chi Pai Kwat, "

" Corned—Ham Chu Yuk, "

" Leg—Chu Pei, "

" Fat or Lard—Chu Yau, "

Sheeps' Head and Feet—Yeung Tau

Keok, per set

" Heart—Yeung Sum, each

" Kidneys—Yeung Yiu, "

" Liver—Yeung Con, "

Sucking Pigs, To Order—Chu Chai, "

Suet, Beef—Sang Ngau Yau, "

" Mutton—Sang Yeung Yau, "

Veal—Ngau Chai Yuk, "

" Sausages—Ngau Chai Yuk Tong, "

POULTRY.

Chicken—Kai Chai, "

Capon, Large, Small—Sin Kai, "

Ducks—Ap, "

Doves—Pan Kau, each

Eggs, Hen—Kai Tan, per doz.

Fowls, Canton—Kai, "

" Hainan—Hoi Nam Kai, "

Geese—Ngol, "

Geese, Wild Shanghai—Sheung Hoi Ye

Ngo, pair

Musk Deer—Wong Keng, each

Hare—Tu Chai, "

Partridge—Che Khoo, "

Pheasant—Shan Kai, pair

Pigeons, Canton—Pak Kup, each

" Hoihow—Hoihow Pak Kup, "

Quail—Um Chue, "

Rice Birds—Wo Fa Cheuk, dozen

Snipe—Sa Chui, each

Turkeys, Cock—Fo Kai Kung, "

" Hen— " Na, "

Wild Ducks, Shanghai, Sulap, pair

Teal, Shanghai, Sulap Chai, each

Wild Ducks Canton—Sang Shing Sui

Apea,

Shipping.

Arrivals.

Taipei, Ch. s.s., 1,374, F. Brissard, 14th May—Chinkiang 10th May, Gen.—Kwong Man Wo.

Signal, Ger. s.s., 97, Bendixen, 14th May—Hoihow 13th May, Gen.—J. & Co.

Osang, Br. s.s., 1,787, J. T. Davies, 14th May—Saigon 10th May, Rice—J. M. & Co.

Graf van Bylandt, Dut. s.s., 709, W. Van Orden, 14th May—Borneo 9th May, 11on and Wood—H. C. T. Co.

Decima, Ger. s.s., 794, P. Christiansen, 14th May—Saigon 11th May, Rice and Gen.—S. W. & Co.

Sheila, B. s.s., 2,237, J. White, 15th May—Westport 15th April, via Newcastle, U.S.W. 22 d. Coal—D. & Co., Ltd.

Pronto, Norw. s.s., 838, T. Seberg, 15th May—Bangkok 7th May, Rice—E. A. T. Co.

Paklat, Ger. s.s., 1,018, H. Bandelin, 15th May—Bangkok 14th May, Gen.—B. & S.

Sungking, Br. s.s., 1,021, J. Robinson, 15th May—Manila 12th May, Timber and Gen.—B. & S.

Chungang, Br. s.s., 1,418, R. Cox, 15th May—Bangkok and Koh-si-chang 8th May, Rice—B. & Co.

Polynesia, Fr. s.s., 2,916, Coispeiller, 15th May—Shanghai 13th May, Mails a d. Gen.—M. M.

Thales, Br. s.s., 824, A. J. Robson, 15th May—Swatow 13th May, Gen.—D. L. & Co.

Calchas, Br. s.s., 4,276, I. T. Hannab, 15th May—Liverpool 1st April, and Singapore 10th May, Gen.—B. & S.

Shanti, Br. s.s., 1,228, J. G. Carnahan, 15th May—Canton 14th May, Gen.—B. & S.

Singan, Br. s.s., 1,046, Jamieson, 15th May—Canton 14th May, Gen.—B. & S.

Tientsin, Br. s.s., 1,227, J. Gibbs, 15th May—Canton 14th May, Gen.—B. & S.

Whampoa, Br. s.s., 1,109, Pacu'ge, 15th May—Canton 14th May, Gen.—B. & S.

Briez Huel, Fr. s.s., 2,913, Andran, 15th May—Shanghai 11th May, Gen.—S. O. Co.

Yuenyang, Br. s.s., 1,128, P. H. Rolfe, 16th May—Manila 13th May, Gen.—J. M. & Co.

Achilles, Br. s.s., 4,483, O. P. Williams, 16th May—Shanghai 13th May, Gen.—B. & S.

Australien, Fr. s.s., 6,560, H. Verron, 16th May—Marseilles and Saigon 13th May, Mails and Gen.—M. M.

Korea, Am. s.s., 5,551, Wm. B. Seabury, 16th May—San Francisco 6th April, and Shanghai 14th May, Mails and Gen.—P. M. S. Co.

Hinh-Thuan, Fr. s.s., 981, Ribault, 16th May—Saigon 10th May, Rice-flour—B. & Co.

Adana, Br. s.s., 2,172, J. S. Fowler, 16th May—Penarth 1st April, Coal—Admiralty.

Elg, Norw. s.s., 708, Christophersen, 16th May—Canton 11th May, Gen.—S. W. & Co.

Tolv, Nor. s.s., 740, W. Kallwig, 16th May—Bangkok 8th May, Rice—Heng Lee.

Kwanglee, Ch. s.s., 2,000, Lincoln, 16th May—Shanghai 13th May, Gen.—C. M. S. N. Co.

Zafiro, Br. s.s., 1,611, R. Rodger, 16th May—Manila 14th May, Gen.—S. T. & Co.

Clearances at the Harbour Office.

Kongnam, for West River.

Kwanglee, for Canton.

Iha Verde, for Macao.

Whampoa, for Canton.

Gronio, for Bangkok.

San Yi, for Hongkong.

Onang, for Saigon.

Departures.

May 15

Empire, for Manila.

Eastern, for Shanghai.

Halcan, for Swatow.

Mr. Sirova, for Swatow.

Fookwah, for Shanghai.

Fooking, for Swatow.

Gourfield, for Nagasaki.

Dugmar, for Chinkiang.

May 16

Pundua, for Rangoon.

Changsha, for Yokohama.

Whampoa, for Shanghai.

Takung, for Hongkong.

Kampoi, for Chinkiang.

Hong, for Straits.

Hong, for Hongkong.

Tientsin, for Shanghai.

Tientsin, for Canton.

Edipia, H.M.S. cruiser, for Mira Bay.

Sifus, H.M.S. cruiser, for Mira Bay.

Passengers arrived.

Per Calcha, from Singapore—630 Chinese.

Per Sunghang, from Manila—Mr. D. M. Cock, Capt. J. H. Grou, Mrs. Johnson and son, Misses Ida Clifford, C. Richards, Mrs. G. A. Elliot, and 1 Japanese.

Per Yuenyang, from Manila—Mr. and Mrs. Louis Garamendi and 2 children, Miss F. McGee, Messrs. B. Haellerman, F. Palmer, Oscar Wilson, G. Camara, Buddo Khan, G. Cun Chuan, and 21 Chinese.

Per Kwanglee, from Shanghai—Mrs. Hamblin, and 9 Chinese.

Per Zafiro, from Manila—Judge E. C. Smith, Mr. A. V. Apar, Mr. and Mrs. F. L. Macdonay, Misses I. B. Park, Caroline Park, E. Mullen, Alice Knight, Mr. and Mrs. Morrison, Mr. J. B. Lee, Mr. and Mrs. G. E. Garbutt, Messrs. J. W. Gray, Hugh O'Neill, Miss M. J. Smith, Mr. and Mrs. Tremper, Mr. and Mrs. W. W. Rodwell, Messrs. W. H. Kitchen, Gabriel Lefevre, J. J. McGigan, Mr. and Mrs. Braggman, Mr. Pedro Fontana, Mr. B. H. Macke, Messrs. J. Pagot, J. Terciero, R. Lucas, Jas. Martin, Murokawa and Hayasaka.

Per Korea, from San Francisco, &c.—Mr. J. W. Boyde, Mrs. J. G. Moit, Miss Moit, Mr. W. Boyde, Messrs. Vann Hughes, L. H. Morris, Mr. and Mrs. Guy Clinton, Miss E. L. Dovan, Messrs. C. Schmid and servant, P. V. Daries and servant, A. C. Durand and servant, Ellis Kadoorie and servant, T. H. Loucks, Mr. and

Mrs. Mok Shiu Pang, Messrs. Taung, Wic Chen Mur and servant, C. T. Briggs, Mr. and Mrs. P. C. Burrus and daughter, Mr. H. W. Beers, Miss Clara Thacher, Mr. S. Minami and servant, Mr. and Mrs. E. W. Clegg, Mr. J. R. Sloan, Capt. E. G. Curry, Messrs. J. W. Jenks and servant, S. K. A. Sre, John Lottis, Mr. A. Cotton, Messrs. Tom Wing, Loong Chuck Ling, Wong Shiu Tong, Sung Hau Chang and servant, Dr. T. Y. Soong, 233 Chinese and 28 Japanese.

Passengers departed.

Per Rubi, for Manila—Messrs. Quring Liet. Keng Keng, Oug Yam Co, So Poo, L. Coles, D. Coates, H. Coates, W. F. Moffitt, Wong Koon Hai, Lei Hing, Chan Chin Siong, Cao Young Chong, Lei Cuan, Lei Kam Goo, Oug Sun Tong, Vag Sui Nom, Leong Kwong Sun, Clarence N. Willhide, Won. Cang, Chan Man, Chan Awong, Jesus Tan Achay, M. de Icaza, and J. M. Rosado, Mrs. K. N. Cooney, Mrs. Blanca Fontella, Mrs. Gracia de Icaza, Master L. Calvo, Miss R. Calvo, Mrs. C. A. Tott, Mrs. Polina de Gusman, Miss Isabel de Gusman, J. L. M. Miller, Messrs. Wm. B. Burt, Pan Simch, T. D. Auglenny, Hong Sam, Chai, Edwin S. Kerr, Wm. R. Rosenkren, Lim Cheng Long, Vy Cay, Vy Chua, Tan Siy Chiong, Vy Mo Lim, Sin Gang By, Tang Kim Man Oug Kai, Lin Chiao Tan, J. M. Cacho, Ho Yao, Lok Kin, Chang Ke Kai, Bah Keng, Wong Yeung, Wai Long, Ng Toy, Cheng Yang, Chung, Wai, Wong Co, Wong Yick, Wong Sam, Wong Yung Ching, Wong Sau, Li Chao, Wang Fu, Mok Se Chan Tan Siong, Yung Wai Peng, Lin Lay Tin Mao, Li Hing, Lei Noy, and Lai Pac, Mrs. W. Eldridge, V. Atkinson, C. Vda de Cacho, Messrs. Mar Sam Sing, S. T. Ah Kin, Oug Bik, Co Wa, Eustasio Palmer, F. de la Cruz, Albert Desena, F. Boisson, F. Esperito, T. P. Norphy, Jose Amah, R. Cole, Chan Lock, C. Peters, D. H. Mitchell, Henry Horeiro, Francisco Silva, V. Ticho, Cu Ti, Chas Cooke, C. B. Young, Bob Young, Charlie Hoe, and M. J. MacEwen.

Shipping Report.

Str. Thales from Swatow—Strong NE. wind, cloudy weather, and high sea.

Str. Sunghang from Manila—Strong NE. wind, and high sea from Pratas to port.

Str. Tuiping from Chinkiang—Fresh NE. monsoon and showery from Chusan Islands.

Str. Sheila from West ports—Fine weather and smooth sea generally, from Pratas Reef moderate gale and rough sea.

Str. Calcha from Liverpool—Had fine weather from Singapore to 18° N., then fresh to strong NE. winds, and hazy to port.

Str. Achilles from Shanghai—Fresh NE. wind and moderate following sea to Turnabout, thence moderate N.E. wind, and fine clear weather.

Str. Onang from Saigon—Fine weather from there till within 100 miles of Hongkong, then a dull and overcast with occasional showers, strong NE. wind with moderate sea to port.

Str. Chungang from Bangkok—Fine clear weather, and light S.W. winds in Gulf of Siam, from Pulo Obi a light S.W. breeze freshened to moderate S.W. monsoon as far as Paracels, in Lat 19° N. light variable breeze freshened to moderate E.N.E. gale, strong NE. swell and rough sea, hazy, till arrival in port.

Vessels in Port.

Steamers.

Allanton, Br. s.s., 2,774, Motyer, 14th May—from Labuan, Coal—Order.

Bergenhuis, Nor. s.s., 2,344, F. H. Svendsen, 12th May—Molli 6th May, Coal—S. T. & Co.

Chowtai, Ger. s.s., 1,115, H. Textor, 10th May—Bangkok 2nd May, via Hoihow 9th, Rice—B. & S.

Calliope, Br. s.s., 2,408, Carter, 13th May—Kuchinotsu 8th May, Coals—D. & Co., Ltd.

Glenarney, Br. s.s., 4,026, J. S. Stevenson, R.N.R., 10th May—Molli 5th May, Coal—M. B. K.

Good Hope, Br. s.s., 2,575, J. Harding, 9th May—Bary 2nd Mar., Coal—G. L. & Co.

Heathburn, Br. s.s., 2,740, H. R. Ketley, 10th May—Molli 5th May, Coals—B. & Co.

Ile de Negros, Am. s.s., 200, Laritling, 7th April—Manila 3rd April, Ballast—B. & Co.

Kaifong, Br. s.s., 1,024, G. H. Pennefather, 14th May—Manila 11th May, Lumber—B. & S.

Lothian, Br. s.s., 3,223, J. C. Williamson, 13th May—Portland, Or. via Yokohama, Kobe and Molli 8th May, Gen.—C. S. S. Co.

Mathilda, Nor. s.s., 2,350, H. Taarvig, 4th May—Molli 28th April, Coals and Cement—M. B. K.

Mausang, Br. s.s., 1,644, S. J. Payne, 13th May—Sandakan (Borneo) 8th May, Timber and Gen.—J. M. & Co.

Silverlip, Br. s.s., 4,925, N. Hocking, 13th May—Singapore 7th May, Gen.—A. K. & Co.

Sophie Rickmers, Ger. s.s., 2,262, Pape, 14th May—Molli 5th May, Coal—B. & Co.

Suisang, Br. s.s., 1,776, J. Young, 13th May—Calcutta via Penang and Singapore 23rd April, Gen.—J. M. & Co.

Taifu, Ger. s.s., 1,063, Uiberfeld, 10th May—Saigon 5th May, Rice—Wing Sing.

Tanar, Br. s.s., 4,435, F. W. Evans, 29th April—Vancouver via Japan 31st Mar., Gen.—C. P. R. Co.

Theodor Wille, Ger. s.s., 2,186, Krutzfeldt, 11th May—Hamburg via Singapore 17th Mar., Gen.—H. A. L.

Trinos, Ger. s.s., 1,933, H. Krift, 14th May—Swatow 13th May, Gen.—O. S. K.

Taintau, Ger. s.s., 1,002, O. Koch, 10th May—Bangkok 3rd May, Rice and Gen.—M. & Co.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory.

On the 16th at 11.30 a.m. The barometer has risen slightly in N.E. and fallen at all other places but more particularly in the Yangtze valley.

The northern depression, noted yesterday, has moved in an ESE direction and is now situated near the coast of China, southward of Shanghai.

The southern trough-like depression continues in the China Sea with little or no change of place or direction.

Gradients are light on the China Coast, and light W. or SW. winds may be expected in the Formosa Channel, and light E. winds in the northern part of the China Sea.

Forecast:—Light E. winds, cloudy fine.

CHINA COAST METEOROLOGICAL REGISTER.

		May 15th, 1904, a.m.		Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m.	30.00	—	—	—	—	—	—
Nemuro	6 a.m.	30.00	—	—	—	W	2	—
Hakodate	6 a.m.	30.17	—	—	—	N	0	—
Tokio	6 a.m.	29.98	—	—	—	—	2	—
Kochi	6 a.m.	29.91	—	—	—	NE	4	—
Nagasaki	6 a.m.	30.07	—	—	—	N	2	—
Kagoshima	6 a.m.	30.03	—	—	—	NW	2	—
Oshima	6 a.m.	30.04	—	—	—	NE	2	—
Naha	6 a.m.	30.01	—	—	—	NE	2	—
Ishigakijima	6 a.m.	29.97	—	—	—	NE	4	—
Taihou	5 a.m.	29.98	—	—	—	E	6	—
Taichu	6 a.m.	29.91	—	—	—	N	4	—
Tainan	6 a.m.	29.89	—	—	—	N	4	—
Koshun	6 a.m.	29.89	—	—	—	NE	4	—
Pescadores	6 a.m.	29.93	—	—	—	NE	8	—
Weihaiwei	9 a.m.	30.11	84	SE	1	—	hw	—
Sharp Peak	6 a.m.	30.06	84	SE	2	—	0	—
Amoy	6.30 a.m.	30.05	84	NE	2	—	0	—
Swatow	9 a.m.	29.87	80	SE	2	—	0	—
Canton	10 a.m.	29.96	73	SE	4	—	0	—
Hongkong	10 a.m.	29.92	73	SE	4	—	0	—
Victoria Peak	10 a.m.	29.92	74	ENE	5	—	0	—
Gap Rock	10 a.m.	29.92	74	E	3	—	0	—
Macao	10 a.m.	29.92	74	E	3	—	0	—
Haiphong	10 a.m.	29.88	88	92	—	—	0	—
Manila	10 a.m.	29.88	88	92	—	—	0	—
Bacolod	9 a.m.	29.85	84	—	NE	2	0	—
Cebu	10 a.m.	29.85	84	—	—	—	0	—
C. St. James	10 a.m.	29.85	85	—	—	—	0	—

May 16th, 1904, a.m.

Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.00	—	—	E	0
Hakodate	6 a.m.	30.09	—	—	NE	2
Tokio	6 a.m.	30.02	—	—	N	2
Kochi	6 a.m.	30.03	—	—	E	3
Nagasaki	6 a.m.	30.01	—	—	SE	4
Kagoshima	6 a.m.	30.03	—	—	NE	2
Oshima	6 a.m.	30.00	—	—	S	2
Naha	6 a.m.	29.97	—	—	N	0
Ishigakijima	6 a.m.	29.93	—	—	E	4
Taihou	5 a.m.	29.90	—	—	E	0
Taichu	6 a.m.	29.89	—	—	—	—
Tainan	6 a.m.	29.88	—	—	N	2
Koshun	6 a.m.	29.89	—	—	E	2
Pescadores	6 a.m.	29.91	—	—	NE	4
Weihaiwei	9 a.m.	—	68	90	SE	5
Gutzlaff	6 a.m.	29.87	68	90	S	5
Sharp Peak	6 a.m.	29.95	71	95	WNW	1
Amoy	6.30 a.m.	—	—	—	—	—
Swatow	9 a.m.	—	—	—	—	—
Canton	10 a.m.	29.96	81	78	NE	1
Hongkong	10 a.m.	29.95	75	88	E	2
Victoria Peak	10 a.m.	—	—	—	E	3
Gap Rock	10 a.m.	—	—	—	—	—
Vacao	10 a.m.	29.91	76	—	E	3
Haiphong	10 a.m.	29.84	84	77	WSW	2
Manila	10 a.m.	29.84	84	77	NE	2
Bacolod	9 a.m.	—	—	—	—	—
Yokohama	10 a.m.	29.85	84	—	S	2
Cebu	10 a.m.	29.85	83	—	S	2
C. St. James	10 a.m.	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion	battleship, 1st class	12,050	16	13,500	Captain T. H. M. Jerram	Wusung
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Shanghai
Anchitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wusung
Andromeda	cruiser, 1st class	—	—	—	Captain R. Nelson Ommamney	Wusung
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander F. M. Leake	Yangtze
Britannia	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wusung
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	300	—	300	—	Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Hongkong
Esperance	sloop	1,070	10	1,400	Commander Ernest Barton	enroute Weihaiwei
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Asser	Wusung
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewis, D.S.O.	Weihaiwei
Glory	battleship, 1st class	12,050	16	13,500	Captain W. A. Carter	Wusung
Handy	torpedo boat destroyer	275	6	4,000	—	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	—	Hongkong
Humber	storeship	1,640	—	800	Commander J. D. Daintree	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander J. A. Gregory	Hongkong
Kinsla	river gunboat	—	—	—	Lieut.-Commander G. B. Powell	Yangtze-Kiang
Leviathan	cruiser, 1st class	14,100	—	31,592	Honourable N. G. Stopford	Wusung
Moorehead	river gunboat	180	2	800	Lieut.-Commander G. G. Webster	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Wusung
Otter	torpedo boat destroyer	350	6	6,300	—	Hongkong
Phoenix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Shanghai
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Rialdo	sloop	980	10	1,400	Commander D. St. A. Wake	Sandakan
Robin	river gunboat	85	2	400	Lieut.-Commander John P. Iven	West River
Rosario	sloop	985	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	400	Lieut.-Commander H. T. Atley	West River
Sirius	cruiser, 2nd class	3,600	8	9,000	Captain C. H. H. Moore	Yangtze
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
parrowhawk	torpedo boat destroyer	355	6	6,300	Lieut.-Commander C. G. Codrington	Hongkong
Taku	torpedo boat destroyer	250	6	6,500	Fleet Reserve	Hongkong
Talbot	cruiser, 2nd class	5,600	11	9,600	Captain Lewis Bayly	Singapore
Tamar	receiving ship	4,650	6	—	Commanders Dickson	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Shanghai
Tweed	coast defence gunboat	163	3	200	Lieutenant Forbes	Hankow
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.O.	Wusung
Vestal	sloop	980	10	1,400	Commander S. St. John Farquhar	Singapore
Virago	torpedo boat destroyer	355	6	6,300	—	Hongkong
Waterwitch	surveying ship	820	—	450	Lieut.-Commander Ernest C. Hardy	enroute Weihaiwei
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wells	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Hankow
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.O.

TWO CHOICE LINES FOR REFINED TASTES.

HAVANA LEAF CIGARS
MANUFACTURED IN HOLLAND.

INDUSTRIAS. \$6 per 100
packed in Boxes of 100.

PREDELECTAS. \$15 „ 100
packed in Boxes of 50.

ANDALUZAS. \$30 „ 100
packed in Boxes of 25.

ALLSOPP'S LAGER BEER

IN PINTS AND QUARTS.

A FAULTLESS LIQUOR.

Hongkong Agents,

MACEWEN FRICKEL & Co.,
3, DUDELL ST.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS; LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

TOMORROW, the 17th May, 1904, at 1 P.M., the Company's Steamship "POLYNESIE," Captain Le Coispeiller, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 16th May, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th May, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th May, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shamouti	9,666	W. M. Smith	May 21
Tremont	9,666	T. W. Garlick	June 28
Lyna	4,417	G. V. Williams	Aug. 4
Shamouti	9,666	W. M. Smith	Sept. 1
Tremont	9,666	T. W. Garlick	Oct. 1

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Tremont 9,666 T. W. Garlick, Ab. June 8
Shamouti 9,666 W. M. Smith, Ab. Aug. 12

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shamouti and Tremont have been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 14th May, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph, and they are warned against paying more than the published rates (10 cts.) per single copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 14th May 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE Steamship

"SILVERLIP,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY, the 14th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 21st May, at 2.30 P.M.

All Claims must reach us before the 24th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 14th May, 1904.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 16th May, at 9.30 A.M.

All Claims must reach us before the 21st of May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 10th May, 1904.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th instant, at 9.30 A.M.

All Claims must reach us before the 23rd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 12th May, 1904.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE Chartered H. A. L. Steamship

"THEODOR WILLE,"

Captain Krütsfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 11th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERV.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$25	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$66 1/2 aa. & h.
National Bank of China, Limited.	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 265 1/2-338 buyers \$10
Do. (Founders)	750	£1	£1	\$194,973		None		
MARINE INSURANCES.								
Un'on Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$550
China Trade Insurance Company, Limited	24,000	\$83.33	\$25	\$1,569,143	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60
North China Insurance Company, Limited	10,000	£15	£5	\$784,415	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 65
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$306,872	\$86,284	\$12 for 1901	9 1/2 %	\$125 buyers
Canton Insurance Office, Limited	10,000	\$150	\$50	\$151,972	\$110,551	\$15 for 1902	7 1/2 %	\$105 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$331,342	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$305 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$322,134	\$319,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,750,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$28 sales & h.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$593,000	£5,380	10/- for 1901	5 1/2 %	\$104 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$549,409	Dr. \$63,123	\$5 for 1900		\$20 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$249,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	£8 0	\$137	\$1.20 for year ending 30.4.03	3 1/2 %	\$12 buyers
Do.	10,000	\$10	\$5	\$18,000		60 cts.	2 1/2 %	\$2 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$37,750	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 1/2 %	\$135
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$21,175	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	27/- sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$18,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$130,153	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 48 sellers
Do. (Preference)	100,000			\$400,000		Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$145 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 buyers
MINING.								
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	Fcs. 1,549,532	Dr. £7,236	No. 12 of 1/-		\$6 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£4,873	£6,671	No. 2 of 1/-		Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$111 sales
S. C. Farham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 150 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,450,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited	37,000	\$100	\$100	\$1,500,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$195 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$29,926	\$7 dividend	6 1/2 %	\$10
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$28,015	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 %	\$105 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	6 1/2 %	\$105 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	Tls. 6,000	\$489	\$1 1/2 for 1903	4 1/2 %	\$30 ex div.
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$157 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 150,000	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Tls. 54,626		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$35 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$55 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	\$10,771	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 146 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$20,000	\$16,301	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$31
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	\$22,500	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	Tls. 6,804		First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	Tls. 6,000	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$20
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,607	\$99,177	90 cents for 1903	8 %	\$11 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$10,771	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$20,000	Tls. 88,034	Interim of 3 a/c 1898		Tls. 25 buyers
Laow-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$20,000	\$15,500	Interim of 4 a/c 1898 on 6,000 shares		Tls. 32 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	none	Tls. 26,389	4 % for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	Tls. 5,638	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 60 sales
Alhambra, Limited	300	\$200	\$200	Tls. 35,000	\$57	\$25 for year ending 30.6.1900		\$220
Philippine Company, Limited	67,500	\$10	\$10	\$41,000		First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	6 %	\$26 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$3,077	Interim of 50 cents for 1903	6 1/2 %	\$14 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	\$15,000	\$1,042	\$1 for 1903	13 1/2 %	\$74 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$3,800	\$820	\$5 for year ended 31.7.1903	7 %	\$20
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9 sales
Hongkong Electric Company, Limited	30,000	\$0	\$10	none	\$3,453	90 cents for year ending 30.4.1903	6 1/2 %	\$10 1/2 buyers
Hongkong & China Gas Company, Limited	30,000	\$10	\$5	none	\$7,387	1 1/2 div. and 2/- bonus for 1902	6 %	\$150 buyers
Shanghai Gas Company, Limited	10,616	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/2 for 1903	7 1/2 %	Tls. 115 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 108,172	Tls. 7,309	Final of 37/6 making 52/6 for 1903	7 %	Tls. 400 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 110,000	Tls. 607	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 15,259	Tls. 413	Final of 2 for half year		Tls. 130 sellers
La & Holz, Limited	11,000	\$30	\$30	none	\$13,104	Final of \$ 1/2 making \$3 1/2 for 1903	12 1/2 %	\$28 sales
La & Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$180,000	\$21,582	Final of \$7 making \$12 for year end. 29.2.04	10 1/2 %	\$115 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$53,000	\$8,395	\$10 for 1903	7 %	\$140
Geo. Feawick & Co., Limited	6,000	\$10	\$10	\$79,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$10	\$10	\$35,000	\$5,644	\$10 of \$12 making \$16 for 1903	7 1/2 %	\$140 buyers
Straits Ice Company, Limited	2,000	\$10	\$10	\$15,000	\$1,283	\$2 1/2 for second half year 1903	9 1/2 %	\$100 sales
Hongkong High-Level Tramways Company, Ltd.	12,500	\$100	\$100	\$17,000	\$1,029	\$2 1/2 for year ending 30.8.1903	7 1/2 %	\$100 sales
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$12,000	\$509	\$2 1/2 for year ending 31.7.1903	8 1/2 %	\$14 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$100	\$2 for 1903	8 %	\$17
Hell's Asbestos East-rn Agency, Limited	8,624	12/6	12/6	none	\$19	None		\$17
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$14,000		100 cents for year ended 31.5.1903	8 1/2 %	\$17 buyers
Do. (Founders)	100	\$10	\$10			Interim of 70 cents	14 1/2 %	\$16 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Dr. \$7,053	None	9 1/2 %	\$16 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$4,752	Interim of 50 cents for 1903/4	10 1/2 %	\$16 buyers
William Powell, Limited	12,000	\$10	\$10	none		First quarterly dividend of Tls. 10	13 %	Tls. 305 buyers
Maatschappij tot Mijn-, Bosch- en Landbouw-exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 14,666	Tls. 27,187	Tls. 5 for 1903	7 %	Tls. 71 sellers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 115 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none		Final of \$100 making \$1.7 for 1903	13 1/2 %	\$20
Central Stores, Limited	6,000	\$15	\$13	\$10,000	\$1,253	Tls. 5 for 1903	18 1/2 %	Tls. 40 sellers
Do. (Founders)	123			none	Tls. 1,942	Tls. 6 for 1903	9 %	Tls. 61 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	\$10,000	Tls. 1,042	Final of 50 cents for 1903	7 1/2 %	\$13 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$10,000		\$1 div. and 2/- bonus for half year ended 30.6.1903	8 %	\$11 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$10,000	\$1,700	\$2 div. and 3/- bonus for 1903	8 %	\$11
Shanghai Hongkong Dyeing and Cleaning Co., Ltd.	1,300	\$50	\$50	none	\$1,536	\$2 for year ending 31.10.1903	8 1/2 %	\$17
South China Morning Post, Limited	6,000	\$10	\$10	none		First year		\$17